

THE
HONGKONG
WEEKLY.

ILLUSTRATED.

No. 13,794.

The China Mail.

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Don't Forget

TO ORDER THE

'OVERLAND
CHINA MAIL.'

BEFORE GOING HOME.

號五廿月六年七零百九千一英

HONGKONG, TUESDAY, JUNE 25, 1907.

號五十月五年未丁

PRICE, \$3.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late Robert Thorne of Greenock and has been sold as No. 4 since 1851.

SCOTCH WHISKY.

PER DOZEN\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.
Hongkong, May 1, 1907. 793

TAI KWONG CO., 109, Des Vaux Road Central.

GASOLINE LAMPS
AND
WELSCH MANTLES.
Hongkong, June 14, 1907. 1017



NAVY CONTRACT.

TENDERS are invited for the Supply of LABOUR and JUNKS in connection with the COALING of H. M. Fleet, etc., at Hongkong, for a period of 12 months from the 1st August, 1907.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard, Hongkong, and should be returned not later than 10 a.m. on 18th July, 1907.

A Deposit of One Hundred Dollars will be required from persons tendering. This will be returned in the event of non-acceptance of tender.

Hongkong, June 24, 1907. 1055

LOST.

ON June 18th, off Lai Chi Kok, ONE WHITEHEAD TORPEDO.

A Reward of Fifty Dollars will be paid for its recovery.
Apply to H.M.S. TAMAR.
Hongkong, June 24, 1907. 1061

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE.

INCREASE OF CAPITAL.

SHAREHOLDERS are reminded that the FIRST CALL of £10 Sterling per Share on the NEW ISSUE OF SHARES will be payable on the 1st July next.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.

Hongkong, June 24, 1907. 1054

NOTICE.

EXPERIENCED ENGLISH MONTHLY NURSE desirous of Work in Hongkong, now open for engagements.

NURSE THOMAS,

Corrigan Mills,
East Point.

Hongkong, June 24, 1907. 1059

NOTICE.

THE INTEREST AND RESPONSIBILITY of EDWARD CONSTANT RAY in the business carried on by him as a SHIP and GENERAL BROKER under the style of E. C. RAY ceased on the 28th February, 1907.

The business of a Ship and General Broker carried on by me under the said style of 'E. C. RAY' since the 28th February, 1907, will henceforth be carried on by me under my own name.

E. H. RAY.
Hongkong, June 24, 1907. 1056

NOTICE.

FROM the First Day of JULY, 1907, the Business and Responsibility of THE KOWLOON HOTEL will be taken over by Mr. OWEN ELLAS OWEN. All monies due to the Hotel before the 1st July, 1907, are payable to Mr. J. W. OSBORNE alone.

J. W. OSBORNE.
Hongkong, June 20, 1907. 1059

PATELL & CO.,

SHAMEEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINE and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY.
OFFICES & STORES: No. 20, CONNAUGHT ROAD

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. BONAM, 2,363 tons, Captain H. D. Jones.
s.s. POWAN, 2,363 tons, Captain W. A. Valentine.
s.s. FATSHAN, 2,260 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,985 tons, Captain B. Brown.
s.s. DEUNGSHAN, 1,998 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday excepted), 10 p.m. (Sunday excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted). The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5.30 p.m.

Those Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SUI-AN, 1,651 tons, Captain E. H. Granger.
s.s. SUI-TAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m. The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE LING-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 688 tons, Captain J. Willor. (Laid up).
s.s. NANNING, 569 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

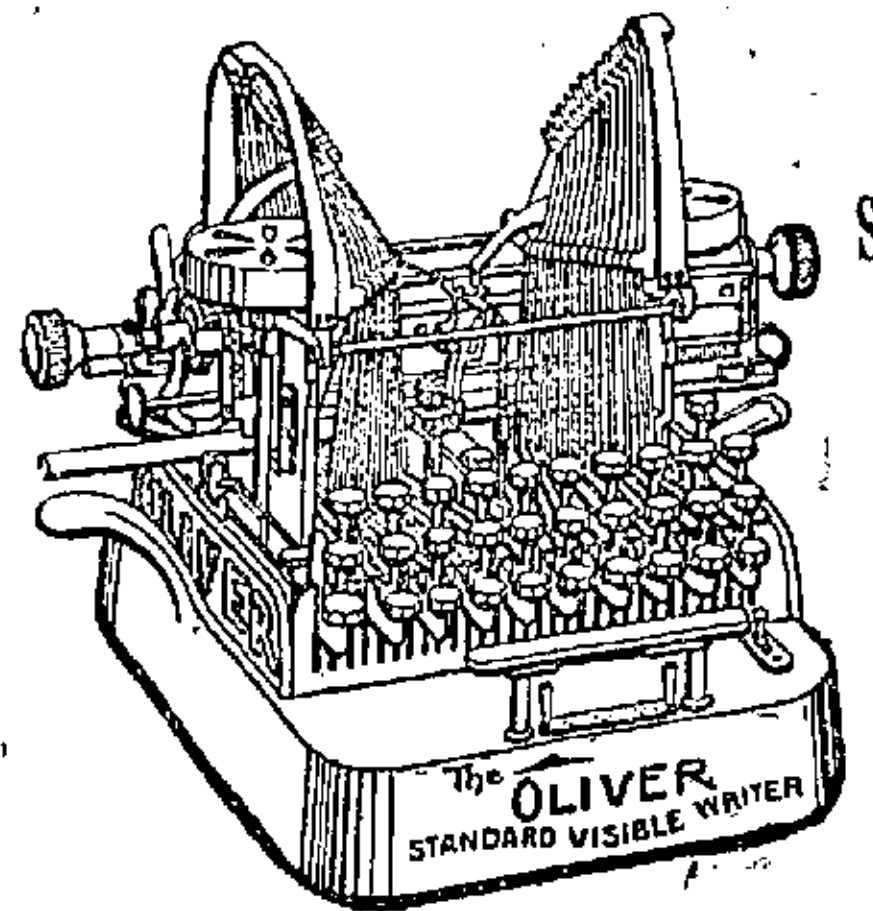
Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
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Boarders from \$50.00.

Good airy Rooms and liberal Table.

Mrs. TATAM, Proprietress.

Hongkong, June 4, 1907. 998

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MODERATE PRICES.

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EXCELLENT CUISINE AND WINES.

For Terms, apply to

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Hongkong, March 27, 1907. 70

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Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY. COMFORTS OF RESIDENTS STUDIED;

FOR RATES, APPLY TO THE MANAGER.

SEE WOO

TAILOR, DRAPER AND

OUTFITTER.

HAS REMOVED to new premises, 14,

QUEEN'S ROAD CENTRAL.

How long, January 20, 1907. 118

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THE LABUAN COALFIELDS COM-

PANY, LTD., are now prepared to

supply Steamers at LABUAN, with Good

Quality LABUAN COAL, double

screamed and straight from the Mine.

For further particulars, apply to

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Telegraphic Address: LABOR, Labuan.

Hongkong, March 12, 1907. 471

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SAVES TIME AND MONEY.

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Hongkong, June 17, 1907. 2040

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Hongkong, March 2, 1906

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In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

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NEWEST MODELS

LINEN and MUSLIN EMBROIDERED GOWNS,

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ELECTRIC LIGHT and FANS THROUGHOUT.

Bathroom attached to Each Room. Cuisine under direct European Supervision.

Terms Very Moderate.

For Special Terms for Families and Monthly Boarders.

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Managed on AMERICAN PLAN.

Being in the Business center of the town is the FAVORITE HOTEL with visits from Manila.

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Special Terms for Families and Parties.

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Hongkong, March 7, 1907. 423

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in Boxes of 50.

MOST ENJOYABLE SMOKES FOR DAMP SEASON

MANILA CIGARS

IN SPLENDID CONDITION.

Badminton Smoking Mixture.

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H.E. Sir MATTHEW NATHAN'S FAREWELL

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AMATEUR DEPARTMENT.

Hongkong, April 2, 1907. 1761

BREWER & Co., Limited.

PEDDER STREET-AD

Intimations.

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WATCH-MAKERS AND JEWELLERS.

HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
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ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

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A NEW AND STRICTLY FIRST-CLASS HOTEL.

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ENLARGEMENTS ON BROMIDE PAPER
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ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIC VIEWS OF HONGKONG.
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Chungking, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Maizuru, Hoshi,
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Tulph, Tainan, etc., etc.

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IMPORTERS and EXPORTERS of Cotton, Cotton Yarn, Cotton Piece Goods, Copper,
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Sulphur, Hemp, Beer, Cement, Oligerites, Matches, Paper, Hides, Leather, Belts,
Teak, and other Timber, etc.

Hongkong, April 11, 1907.

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overhauled, and broken parts
duplicated under expert
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Old Machines Renovated. Terms Very Moderate.

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FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,

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Hongkong, February 16, 1907.

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THAT
where "Fruit Salt" has been taken in the earliest stages
of a disease it has innumerable instances prevented a serious
illness. The effect of
ENO'S 'FRUIT SALT'
upon any disordered, sloping, or feverish condition is simply
marvellous and unsurpassed. In fact it
IS
NATURE'S OWN REMEDY
CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT'.
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Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, London, S.E.
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BLACK LEAD SOAP FOR CLEANING
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SOLE PROPRIETORS of Takasima,
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Yamada Collieries and also Hojo Colliery,
which will shortly be ready to produce on a
large scale the best Buzon Coal.
The Head and Branch Offices and the
Agencies of the Company will receive any
order for Coals produced from the above
Collieries.

T. MATSUKI, Manager, Hongkong,
No. 2, PRINCE STREET.
Hongkong, April 25, 1906.

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WHEN invested in study with the
International Correspondence
School of Scranton. An hour a day
will prepare you for technical work
and examinations. There are a few of
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BY
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FOR FULL INFORMATION WRITE

GENERAL AGENCY, I.C.S.,

Box M. 429, MANILA.

Hongkong, May 2, 1907.

Read

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MARVELLOUS

STORIES.

BY

CAPT. JOHN MARCHANT.

ON SALE

AT

BOOKSELLERS.

PRICE.....50 Cents.

Hongkong, April 30, 1907.

NOTICE.

NOTICE IS HEREBY GIVEN that the

CHINESE MAIL (Wah Tez Yat Po)

is NOT RESPONSIBLE for any debts or

debts contracted by its employees, and that

all documents regarding Money Matters,

Loans, Mortgages, Letters of Guarantees,

&c., require two of the following signatures

LI SUM LING.

LUK HING NAM.

NGAY HANG PO.

For the CHINESE MAIL,

LI SUM LING,

Manager.

Hongkong, February 1, 1907.

'SIR ROBERT HART'S

MEMORANDUM.

A Series of Articles on Sir ROBERT

HART'S Scheme for the Improve-

ment of China.

Reprinted from the China Mail. To be

had in pamphlet form at this Office, 8,

Queen's Road Central.

Price 50 Cents

THE SPANISH FLEET.

VIENNA, April 10.

A Madrid dispatch to the "Neue Freie
Presse" states that the famous British
firm of Yarrow and Armstrong offered
to lease the arsenal at Ferrol and develop
it into a great naval yard where the
reconstruction of the fleet could be
undertaken. The English Government,
however, did not altogether approve of
the arrangement, but at the Cartagena
Conference all the difficulties were over-
come, and arrangements with the Eng-
lish firm are now nearing completion.

NEWCASTLE-ON-TYNE, April 10.
Sir Andrew Noble, head of Armstrong,
Whitworth, and Co., Edinburg interviewed
to-day, declined to confirm or deny the
statement that his firm, in conjunction
with Messrs Yarrow, had offered to lease
the Ferrol Arsenal and develop it into a
naval yard for the reconstruction of the
Spanish Fleet.

Inquiries by a Press representative at
the London office of Messrs Armstrong,
Whitworth, and Co., Edinburg, known
of any such leasing, or of any action of the
kind on the part of the firm. Our London
director, added the manager, "has been
on the Continent for the past four weeks,
but he has been travelling in an entirely
different direction to the places indicated
in the message from Vienna."

At Messrs Yarrow's the only answer
vouchsafed was, "We have nothing to say."

FAMOUS JAPANESE

WRESTLER.

Will Visit Europe.

"Hitachiyaama," one of the three Tokyo
champion wrestlers, announces his decision
to go abroad on a pleasure tour, leaving
Yokohama on Aug. 7th by the N. Y. K.
American liner Kaga Maru. The impetus
toward his tour dates back years, when the
late Prince Konoze, President of the
House of Peers, was still alive and
tried to persuade the famous wrestler of
Japan to visit foreign countries. "Hitachiyaama" is the nom de guerre of Mr.
Taniguchi Ichigo, who belongs to the
ex-samurai class (shizoku), being a
son of a samurai of the Mito clan, which
was loyal to the Imperial Court in the
Restoration in opposition to the Shogunate.

He was born in 1874 and his professional
title, "Hitachiyaama" (Mountain of
Hitachi), is given with reference to Hitachi
Province, or his native country, he having
succeeded to the name of his senior
wrestler. The present "Hitachiyaama" is
a man of the highest education as compared
with the rest of his colleagues, for he
studied in the Mito Middle School. As a
student he had already overtopped his
comrades in respect to strength, which was
demonstrated in athletic exercises. He is
now five shaku (1 shaku=11.935 inches)
and eight sun (1 sun=1.191 inches) high,
and thirty-seven wassens (1 wassens=
8.2817 pounds) in weight. Indeed, he is
"a mountain of fat and muscle." He will
be accompanied by three of his subordinates
during the tour. The party will not give
any performances abroad, but will carry
with them the necessary wrestling articles
to be used by them when they are
invited by distinguished persons to exhibit
the traditional rules of the Japanese
wrestlers. A jujitsu teacher of the
Waseda University will also go to America
with the "Hitachiyaama" party, which
will employ an interpreter on arrival in
America. "Hitachiyaama" says that he
will be careful of his movements abroad, so
as to maintain the prestige of the Empire.

It is believed, the "Japan Gazette"
remarks, that while the opinion of Count
Okuma, the great statesman of Japan, has
recently alarmed America in regard to the
San Francisco question, the visit of the
great wrestler of Japan will shock the
athletic world of that country as well as of
Europe in respect to sports.

SAVARESSE'S

SANTAL

CAPSULES

Purifies the blood. Cures all cases. No interference
with food. Full directions. Ask for SAVARESSE'S.

BELLE VIEW HOTEL

(LATE METROPOLE HOTEL),
SHANGHAI ROAD.

THE BATHERS' RESORT OF
HONGKONG.

A Pleasant Drive along the Sea Front,
either by Tram or Ricksha.

BEST OF WINES, BOWLING,
BILLIARDS, &c.

MACHADO'S SPRING BAND will play
every Sunday, at 4.30 P.M.

A Commodious MATRONS for the Use of
BATHERS and VISITORS.

On WEDNESDAY NIGHT a Moonlight
Party will be held, with Mr. Machado's
String Band in attendance from 8 to 11 P.M.

TELEPHONE NO. 593.

Hongkong, June 14, 1907.

BRITISH STEAMER

'NETHERTON.'

BY ORDER OF THE UNDER-

WRITERS, the Undersigned are

prepared to receive TENDERS for the

Purchase of the above Steamer as she now

lies at SINGAPORE in a Fire Damaged

Condition.

Tenders must be delivered not later than

10th July.

GILMAN & CO.,

Lloyd's Agents.

Hongkong, June 19, 1907.

To Let.

TO LET—(WELL FURNISHED).

BIRNAM BRAE, CONDUIT ROAD.

EIGHT-ROOMED House—Billiard Room,
with full-size Table, 3 Bath-rooms,
Drying Room, Store-room and Pantry—
Good Tennis Lawn; Electric Light and
Bells, and a Telephone.
Apply to
Care of "CHINA MAIL" Office,
Hongkong, March 19, 1907.

To Let.

IMMEDIATELY the spacious premises

on the Ground Floor of No. 2,

PEDDER STREET, at present occupied

by Messrs HARRIS KEESEY CO., Ltd.

Apply to
GILMAN & CO.

Hongkong, January 23, 1907.

To Let.

ONE FOUR-ROOMED HOUSE, at

PRAYA EAST, near East Point.

JARDINE, MATHESON & Co., Ltd.

Hongkong, January 8, 1907.

To Let—FURNISHED.

FOR 3 months from the 1st July, 10,

QUEEN'S GARDENS. Low Rent.

Apply to
A. W. BREWIN,
Registrar General's Office.

Hongkong, June 21, 1907.

To Let.

NO. 38, CAINE ROAD; 2ND FLOOR,

12, QUEEN'S ROAD CENTRAL.

GREENROCK, GARDEN ROAD, Kow-

loon, Redecorated, Electric Light, Tennis

Court.

No. 1, FAIRVIEW, ROBINSON ROAD,

Kowloon.

Apply to LEIGH & ORANGE,

1, Des Vaux Road.

Hongkong, February 19, 1907.

To Let.

HARPERVILLE, GARDEN ROAD,

6 Rooms with Tennis Court and

detached Servants' Quarters. Possession

from 1st Jan., 1907.

Apply to
PERCY SMITH & SETH,

Accountants, Auditors, &c.,

5, QUEEN'S ROAD CENTRAL.

Hongkong, January 18, 1906.

To Let.

IMMEDIATE POSSESSION.

GODOWNS Nos. 95, 96, 97 and 100,

PRAYA EAST.

Apply to
CHATER & MODY,

Victoria Buildings.

Hongkong, June 19, 1907.

To Let.

'QUARNDON' the Peak; Furnished

or Unfurnished.

Apply, by letter, R. HEMMINGS,

c/o HONGKONG HOTEL.

Hongkong, April 2, 1907.

To Let.

NO. 8, GRANVILLE AVENUE

Kowloon.

Apply to
HUMPHREYS' ESTATE & FINANCE

CO., LD.

Hongkong, March 27, 1907.

To Let.

NO. 1, WEST END TERRACE, SEA-

MEN, CANTON.

Apply to
THE HONGKONG LAND INVEST-

MENT & AGENCY CO., LD.

Hongkong, June 1, 1907.

To Let.

NOS. 3 and 4, OBSERVATORY VIL-

LAGE, Kowloon. Moderate Rental.

Tennis Court and Electric Light.

Apply to
ARRATON V. APOAR & CO.,

45, Wyndham Street.

Hongkong, May 1, 1907.

To Let.

OFFICES in ALEXANDRA BUILD-

INGS.

Apply to
SECRETARY,

A. S. WATSON & Co., Ltd.

Hongkong, April 22, 1907.

To Let.

NO. 21, CONNAUGHT ROAD CEN-

TRAL. Suitable for Offices and

Godowns. Electric Light.

Apply at Nos. 15, 16 and 17,

CONNAUGHT ROAD.

Hongkong, June 4, 1907.

To Let.

BEACONFIELD ARCADE, Fine

Offices and Dwelling Rooms.

To Let.

TO LET.

NO. 2, HOLLYWOOD ROAD.

61, POTTINGER STREET. Imme-

diato Possession.

Apply to
ARRATON V. APOAR & CO.,

45, Wyndham Street.

Hongkong, April 4, 1907.

To Let.

JUST off Queen's Road, FINE AIRY

ROOMS, FURNISHED, WITHOUT

BOARD. Top Floor, No. 6, Ice House

Road, (over WENDT & Co.)

Hongkong, June

FIRST SHIPMENT
JUST LANDED.

'CAMPUS'
SCOTCH GRAIN
WHISKY.



'NOT A HEADACHE IN A
GALLON'

TRY IT.

Per Case 1 Doz. Btl. \$14.00

Samples on Application.

SOLE AGENTS:

H. PRICE & CO.,

Wine and Spirit Merchants.

19, QUEEN'S ROAD CENTRAL.

Telephone No. 1.

POWELL'S

ALEXANDRA
BUILDINGS,

LADIES'

WHITE

CANVAS

SHOES

\$4.25.

Specialist in Footwear.

Wm. POWELL, Ltd.,

HONGKONG.

AGENTS:

LONDON:—F. ASH, 11 & 12, Clement's Lane, Lombard Street, E.C. 4, CLARKE, SON & PLATT, 55 Gracechurch St., E.C. 3, G. STREET & CO., Ltd., 80, Cornhill, GORDON & GORDON, 15 St. Bride St., E.C. 4, BATES, HENDY & CO., 81, Cannon Street, E.C. 4, WILLS, Ltd., 151, Cannon Street, E.C. 4, ROBERT WATSON, 103, West Street, C. MITCHELL & CO., Snow Hill, Holborn Viaduct, E.C. 1, D. J. KEENE & CO., 3, Whitefriars St., E.C. 4, MATHESON & O'BRIEN, Ltd., 10, 11, 12 New Bridge St., E.C. 4, MITCHELL & CO., 25 Glasshouse St., E.C. 2, W.

PARIS AND EUROPE: MATHESON, PAYNE & CO., 18 Rue de la Grange, Boulogne, Paris, The Rev. Dr. HART, 11, Rue de Valenciennes, Paris.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.

CEYLON:—W. M. SMITH & CO., THE ASSOCIATED CO., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY & WALES, Ltd., Singapore.

PHILIPPINE ISLANDS:—A. S. WATSON & CO., Manila.

CHINA:—Canton, FAYELL & CO., Amoy, THE AMOY STORE, Foochow, BROOKLYN & CO., Shanghai, KELLY & WALES, Ltd., Yokohama, KELLY & WALES, Ltd., Kobe.

THE CHINA MAIL, LTD., 8, Queen's Road Central.

S. MOUTRIE & Co.,
LIMITED.

PIANOS

NEW MODELS, FULL IRON
FRAME UNDERDAMPER
ACTION,
SILVER PLATED STRINGS
FULL COMPASS—SEVEN OCTAVES.

PRICE.....\$340.

UNSURPASSED FOR RICHNESS
OF TONE AND LIGHTNESS
OF TOUCH.

A WRITTEN GUARANTEE FOR
A TEST PERIOD OF TWO
YEARS GIVEN.

NEW PIANOS ON HIRE
from \$10 per month.

Regular Tuning and Attention
Inclusive.

S. MOUTRIE & Co., Ltd.,
YORK BUILDINGS, CHATER ROAD,
Hongkong, April 16, 1907.



A. S. WATSON
& Co., Ltd.

E

WATSON'S

CELEBRATED

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

A PURE MALT

WHISKY,

OF

GENUINE AGE,

VERY FINE

AND

MELLOW.

EXTRACT.

'I have taken pleasure in
presenting your brand (Watson's
Celebrated E Blend) as the
finest Scotch Whisky I could
procure.'

Per Doz...\$15.00.

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS,

ALEXANDRA

BUILDINGS.

Hongkong, June 11, 1907.

BIRTH.

TARRANT.—At Victoria Hospital, on
23rd June, the wife of D. TARRANT, of a
Son.

MEMOS FOR TO-MORROW.

Amusement.
9 p.m.—Performance at City Hall
Miscellaneous.

Goods per Carnarvonshire undelivered
after this date subject to rent.
Goods per Gregory Apsar undelivered
after 4 p.m. this date will be landed.
Goods per Nanyang undelivered after 4
p.m. on this date will be landed.

General Memoranda.

THURSDAY, June 27:—
Goods per Nanyang not cleared at 4 p.m.
on this date subject to rent.
Goods per P. Han undelivered after this
date subject to rent.

FRIDAY, June 28:—
4.30 p.m.—Meeting of Yangtze Insur-
ance Association, Ltd., at Head Office,
Shanghai.
Goods per Mongolia undelivered after
noon this date subject to rent.

SATURDAY, June 29:—
Noon—Meeting of the National Bank of
China, Ltd., at the Bank Premises.
2.30 p.m.—Auction of Household Furni-
ture, &c., at No. 67, China Road.
Goods per Cape Ceres undelivered after
this date subject to rent.

SUNDAY, July 1:—
Goods per Bristol undelivered after
this date subject to rent.

TUESDAY, July 2:—
Goods per Bendigo undelivered after
this date subject to rent.

The China Mail

HONGKONG, TUESDAY, JUNE 25, 1907.

AMERICA AND CHINA.

Is an interesting article contributed to
the "North China Daily News" Mr
T. S. Jernigan considers the trade
relations between America and China.
Mr Jernigan is an American but he
does not scruple to denounce in un-
equivocal terms some mistakes made by
his countrymen which have lowered
America's commercial prestige in the
eyes of the Chinese. "In and out of
China we have more than once so acted
as unfavourably to impress the Chinese
towards us," he asserts. In support of
this he draws attention to the Canton-
Hankow railway concession. The con-
cession he declares was given to an
American company because the Chinese
Government and people had full trust
and confidence in America. If the
American company had carried out its
parts of the contract American com-
mercial interest would have been
impregably entrenched in China and
America would have controlled the
coming and going of the trade for half
a century. It was not the fault of China
that the contract was not carried out.
The American company pursued a
hesitating and faltering course and at
last sold back the concession to China
at a profit. "This," according to Mr
Jernigan, left the impression on the
minds of the Chinese that Americans
were merely commercial scoundrels. He
believes that the revulsion of feeling
against America in connection with
this concession was the direct cause of
the boycott of American goods. The
appointment in the past of men as con-
sular representatives of America who
did not possess the confidence and
respect of the people amongst whom
they lived has also, he thinks, had its
effect, but the changes that have been
made and the establishment of a United
States Court in China have done much
to counteract this ill influence. Mr
Jernigan urges the American Govern-
ment to assist American shipping so
that American goods may be carried to
China in American ships. All this is
extremely interesting in view of the
often raised complaint that British com-
mercial methods are obsolete and that
we must inevitably fail when we
come into competition with the
bustling and vigorous American. What
Mr Jernigan thinks on this point is
shown by his statement, when speaking
of the Canton-Hankow railway:—"In
my opinion some British syndicate will
build the railway and command for British
merchants the entire trade of
Central China." It is gratifying to our
national pride to know that a man who
has evidently devoted much thought to
the subject seems to have come to the
conclusion that British methods are
worthy of eulogy. But we are inclined
to believe that Mr Jernigan over-

estimates the effect of the failure of the
American company to construct the
Canton-Hankow railway. We agree
with him that had the work been carried
out by Americans it would have given
them a most favourable position in
China. But their failure to do this is
scarcely responsible for the boycott.
Other concessions have been allowed to
the nations to which the
concessionaires belonged suffering op-
probrium in consequence. The boycott
sprang into existence as a result of a
variety of circumstances. San Francisco,
which by the way certainly seems to be
the storm centre of America, set the ball
rolling by ill-treating Chinese. At a
normal time this would have little effect
on the Chinese, the great bulk of whom
would never have heard of the outrages.
But, unfortunately for America the
native press was just beginning to make
its influence felt and distorted and ex-
aggerated accounts of the brutal manner
in which Chinese were treated in
America, were scattered broadcast. To
most Chinese California means America,
hence a fierce resentment against all
things American. Also it has to be
borne in mind that at this time the sight
of Japan more than holding her own in
a struggle with a great European power
was appealing strongly to the Chinese
imagination. In a dim kind of way
they felt that what the Japanese could
do they could do but as they were not
well versed in the use of lethal weapons
they resorted to the commercial weapon
they know so well—the boycott. We
are inclined to believe, however, that
this is a passing phase. China cannot
altogether forget that America has fre-
quently treated her with greater gener-
osity than any other country. With the
much improved class of consular repre-
sentatives now to be found in American
Consulates in China and the deportation
of a great number of men and women
who brought discredit upon their
country American prestige will be pre-
served and no doubt America will share
fully in the developing trade of the
Empire.

The verbal sparring that has been
going on between the Government and
the Commissioners who formulated the
report on the administration of the
Public Health and Building Ordinance
continues apace. At each meeting of
the Sanitary Board Mr Hooper comes
up smiling with a batch of questions
for the embarrassment of the officials
and the enlightenment of the general
public. There was something signifi-
cant about the second question he put
to-day. It looks as if the capacious
sleeve of the questioner contained
something likely to edify the Board if
the answer happened to be "yes." All
this may be honour to Mr Hooper's
part for he has perhaps taken to heart
the advice that

—Incessant mirth and pleasant jest
Defile the board and bottle best
The chief regret ought to be, however,
that there is no little at the Board.

Kwongtung men serving as officials
in Peking are opposed strongly to the
return of Shum Chun Hien to be
Viceroy of their native province. As
soon as the intention to reappoint
Shum was made known a stir arose
among the Canton men of rank and
influence who are resident at the
capital. His treatment of Tong Shu-Yi
in whose capable hands the Hankow-
Canton railway scheme might have
been carried forward without imped-
iment incensed against Shum many of
the men who would have been his
friends and supporters had they not
been alienated by his ill-advised action
in denouncing Tong. We learn from
native sources that with the one
exception of Tai Hung Ts' Kwong-
tung men took no part in felicitating
Shum on his appointment. Their
grievance is deep-seated and the newly
appointed Viceroy will have to meet
with many who looked upon Tong
Shu-Yi as the right man to control
the Canton-Hankow railway scheme.
Shum, of course, is still in Shanghai,
and whether he will succeed in pre-
vailing upon the Throne to change his
appointment remains to be seen.

Engineer-Lieutenant J. D. Niven, on
promotion, has been re-appointed to the
first-class cruiser "Bedford" on the China
Station. He gets that step at three years
service in the engine-room.

The "Kobe Herald" views with
anxiety the anti-Japanese spirit which
has been evinced in some quarters in
connection with the piracy of trade-
marks by Japanese subjects. After
pointing out that a trade circular in
Shanghai was incorrect in stating that
the Japanese Government encouraged
these breaches of commercial morality
our contemporary proceeds:—"Still
less justifiable is the attitude taken up
by the 'Hongkong Daily Telegraph,' a
journal which, of late, has unfortu-
nately displayed a good deal of bias
against this country. In some editorial
observations in a recent issue, based
upon facts which were set forth in our
columns at the time, the Hongkong
paper allowed itself to use language
which only the direst necessity should
be held to justify in the case of a
friendly and allied nation. Let us take
one passage as an example:—"And
this (sic) is the high-minded souls of
integrity with whom reputable and
honourable merchants have to compete.
Supported by the Government, backed
by the Courts of alleged justice, which
discriminate between Japanese sub-
jects and the alien undesirables, surely
things in Japan have come to a pretty
pass. They (sic) cannot even be
trusted to deal even handed justice.
Where, then, is the prestige claimed
for their system of jurisprudence, when
that system is only allowed to operate
in one direction." In another passage
the journal writes:—"In dismissing
the action brought by Buchanan and
Co., the Court has declared that the
Government repudiates the contract
made and secured on the date of the
registration of the trade mark." Surely
such writing as the above is the
very quintessence of unfairness. Be-
cause a local Court, whose judgment
is being appealed against by the Public
Prosecutor, has given a decision which
is unjust to a foreign trader, it is as-
sumed that the Government repudiates
its registration contract, that the
"alleged" Courts of Justice dis-
criminate against "the alien undesir-
ables," and that the system of juris-
prudence is "only allowed to operate
in one direction." We have not been
behind other journals in criticising the
judgments of the Japanese Courts in
this and some other cases, but we
have no hesitation in saying that it is
an inexcusable perversion of the facts
to suggest that the judges habitually
and deliberately discriminate against
foreigners. Probably, most persons
who have had occasion to follow the
doings of Japanese Courts will agree
(1) that decisions are constantly given
in favour of foreigners in all the vari-
ous classes of Courts, (2) in cases
where the Japanese suitor has been
able to make out a more or less plausi-
ble case; (3) that not infrequently,
where a decision which appears to be
unfair to a foreigner is given, it is re-
versed on appeal—the Smithers lease
litigation is a notable case in point (3)
that those decisions which seem strange
from the Western standpoint are not
always in favour of the Japanese
litigant. Looking at the matter from
an impartial standpoint, the truth
seems to be that the Japanese Courts,
on the whole, genuinely endeavour
to do justice to the foreigner, and
that they frequently take great pains
to understand his contentions, but
that, on the other hand, the Judges
often have much difficulty in under-
standing business principles and
methods, more especially those of
foreign merchants, with the result that
from time to time they go badly astray.
It should be added that defects in the
legal codes seem to be sometimes
responsible for judgments which
appear curious to the foreigner.
Foreigners out here certainly do
frequently complain, and often with
justice, of the Japanese judicial system,
but in general their criticisms are
directed against the aggravating
delays and red tape methods of the
Courts, rather than against any lack
of impartiality on the part of the
Judges.

LOCAL AND COAST NEWS.

There were 369 Europeans and 180
Chinese visitors to the City Hall Library,
and 132 European and 1,001 Chinese
visitors to the Museum during the week
ended June 23rd.

Mr Thorvald Haynes, American Consul
at Nanking, accompanied by Mrs Haynes
and two children, arrived at Shanghai on
June 19 by the I. C. steamer Suifu. After
a few days in Shanghai Mr Haynes will
leave for Singapore, where he has been
appointed Consul-General. Mr James C.
McNally, formerly Consul at Liege, will
assume charge of the Nanking Consulate.

Says a Singapore paper:—"As regards
the emigration from Hongkong of coolies
who are brought hither against their will,
the Hongkong authorities need not give
themselves much concern. The Chinaman
who wishes himself back in China is as
inured to the trouble with our authorities
as to the undesirable immigrants away
and keep them away."

Two districts in Szechuen are the
scenes of risings on the part of the dis-
affected and the Viceroy of this, the largest
province in China, has received stringent
messages from Peking bidding him take
stern measures to suppress the movement.
Extent of territory and proximity to
outside nations render rebellion in Sze-
chuen specially dangerous at the present
juncture.

Strikes still continue at San Francisco,
and they have now spread to the tele-
graphists. A notice issued yesterday by
Mr Beck, Superintendent of the Eastern
Extension Australasia and China Tele-
graph Co., says: "Under advice from San
Francisco, telegrams for that place and for
the Pacific Coast are only accepted Subject
to delay, there being a strike amongst
telegraphists on that side. Telegrams to
other parts of America and Canada are
apparently not affected."

A Typhoon.

The following telegram was received
from the Manila Observatory at 7.30 p.m.
on June 24th, by the American Consul-
General:—"Typhoon in the Pacific ap-
proaching North Luzon and moving
probably W.N.W. at present."

The Bandmann Company.

It was unfortunate that the Bandmann
Comedy Company were unable to fulfill
their engagement to play at the Theatre
Royal last night. A number of people
were disappointed at the Theatre and
whilst many felt angry with the Company
it must in justice be said that they were
not to blame. The steamer which brought
them from Manila did not reach her buoy
until after six o'clock and it was simply
impossible to land the baggage and the
scenery and have the latter arranged so
that a performance could be given last
night. Mr Smith, the manager of the
Company, expresses great regret at the
failure to perform and wishes to ap-
ologise to those who were put out by it.
To-night the Company play the "Duke of
Killiclembie."

RIOTS AT HUACHING.

SUKORTANO, June 19.
At Huaching, opposite the Tientsin-
Kiang, the salt smugglers looted the two
guard ships yesterday and shot many
soldiers of the guard and the head of one
of the officers of the guard at Tientsin.

OPEN SPACES.

Exemption Wanted.

Correspondence was submitted at the
Sanitary Board to-day, relative to section
175 of the Public Health and Buildings
Ordinance 1903, in respect of Nos. 377 and
379 Queen's Road West. Messrs Leigh
and Orange, architects, wrote stating that
each of these houses had an open space in
the rear exceeding 50 square feet in area
and that the right of way in the rear could
not be built upon. They, therefore,
submitted that the owner had provided the
necessary space required by Ordinance 1 of
1903.

The Land Officer pointed out that the lane
at the rear of these houses was a private
one and might be built upon, subject to
the approval of the Building Authority
which would probably not be granted as
the plans for letting out the lot no doubt
showed an open lane and were approved
subject to that, i.e., they would not have
been approved without the lane being
opened.

Mr Hooper.—After reading the minute
of the Land Officer I think the application
should certainly be granted.

Mr Humphreys.—Under what section
could the Building Authority withhold
permission to build on private property?

Mr Lau Chu Pak.—This application
should be granted.

There was a case of small-pox on the
Apar liner Lightning, which arrived at
Singapore from Hongkong on June 18, and
all her passengers had to be landed at the
Quarantine Station on St. John's Island.
The victim was a Chinese female—deck
passenger.

SOMETHING EVERY FAMILY SHOULD KEEP.

MR L. P. Turner, of Grayville, Natal,
has used Chamberlain's Colic, Cholera
and Diarrhoea Remedy successfully in
his home and writes the manufacturers of
this medicine as follows: "We are never
without this remedy in our house and it
certainly deserves success as it is worth
more than you claim for it. For pain in
the stomach, diarrhoea or infantile cholera,
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all chemists and storekeepers."

BY TELEGRAPH.

COMMONS AND LORDS.

Threat by the Premier.

(From Our Special Correspondent.)

London, June 24.

The House of Commons was crowd-
ed when the Prime Minister, Sir
Henry Campbell-Bannerman, moved
the Government's resolution dealing
with the House of Lords.

The resolution indicated that a Bill
would be introduced providing for
conferences between the Houses of
Lords and Commons in the case of
disputed bills. If the conference failed
the bill in dispute would be re-in-
troduced after an interval of six
months and if a conference again failed
the bill would be carried over the
heads of the Lords.

[An exclusive telegram to the CHINA
MAIL, on June 16 stated that the Govern-
ment's resolution dealing with the House of
Lords says that in order to give effect to the
will of the people as expressed by their
elected representatives it is necessary that
the power of the House of Lords to alter or
reject any bill passed by the House of
Commons shall be so restricted as to secure,
within certain limits, a single parliament,
in which the final decision of the House of
Commons shall prevail.—En., C.M.]

[REUTERS'S SERVICE.]

THE TROUBLE IN FRANCE.

List of Casualties.

BY TELEGRAPH.

COUNTY CRICKET.

Hollow Victories.

(Exclusive Service, supplied by Reuters, via Bombay).

London, June 23.

Kent, Lancashire and Yorkshire each gained easy victories in the matches completed yesterday.

At Tunbridge Kent beat Hampshire by an innings and 190 runs.

At Donsbury Yorkshire beat Essex by five wickets.

At Liverpool Lancashire beat Sussex by 307 runs.

The matches between Worcester and Somerset at Worcester, and Middlesex and Surrey at Lord's were drawn.

RUSSIA'S EASTERN BASE.

Transferred to Irkutsk.

(From Our Correspondent.)

Toronto, June 25.

On the Japanese retaining possession of the South Manchurian Railway Russia has transferred her military base from Harbin to Irkutsk, on Lake Baikal.

Irkutsk will be extensively fortified, and the town of Chita, on the border of Mongolia, will be utilized as an advanced station.

In order to connect Chita with Vladivostok by rail, the Amur Railway will be built to Khabarovsk.

ANOTHER CONFIDENCE TRICK.

Subsidiary Coins Again.

A few weeks ago we gave an account of a confidence trick which was alleged to have been played on a Chinaman just down from the country, and now we have another one to relate. Chan Wan Chio is the victim and he has a sorrowful tale to tell.

He made the acquaintance of an Sin Mui and an Chin Nam and the latter unfolded to him a scheme whereby he could grow rich quickly and Chan listened—and believed. Unluckily he could not procure subsidiary coins at a cheap rate, could get \$1,000 worth for \$800 and Chan agreed to get the money. But he only got \$700 and the pair went off together and met a friend of his. He could get the coins but he wanted to expend at least \$2,000 on the deal, and this amount Chan could not put up. Then Sin Mui's friend offered to put up the requisite \$1,300, providing that Chan put in his \$700 and gave a promissory note for another \$500. It seemed such a "good thing" to Chan that he handed over the \$700 and an appointment was made at a later hour to get the coins. Chan kept the appointment, but he waited in vain. Unluckily Chan's \$700 had gone and Chan, the truth dawning upon him, informed the police. Unluckily a woman was arrested and charged with conspiracy at the Magistrate's. The case stands adjourned.

SAMPLING FRUIT.

The Fruiterer's Predicament.

There was quite a lively time in the Central Market a couple of days ago, when a Chinese fruit-stall holder attempted to restrain Mrs. M. Perez, of 2 Gloucester, from leaving the market. From the story told to Mr. F. A. Hazellard at the Magistrate's this morning, it would seem that Mrs. Perez, accompanied by Miss Hicks, went to the market in search of fruit, and that she wanted to taste and try first. Seeing some Australian Passion fruit on a stall, Mrs. Perez asked permission to sample, and it was granted. The anticipation of neither party was realized. Mrs. Perez did not like the fruit and consequently did not buy, while the fruiterer did not sell as he expected. Miss Hicks also tried the fruit—she also failed to appreciate its good qualities.

Mr. Hazellard: "Do you often taste fruit first?"

Mrs. Perez: "Yes, often."

Mr. Hazellard: "Do they allow you to do it?"

Mrs. Perez: "Yes."

Mrs. Perez continued her story. As she turned to go away this fruiterer rushed to detain her and seized her by the arm, meanwhile abusing her in Chinese.

Mr. Hazellard: "Do you understand Chinese?"

Mrs. Perez: "No."

Mr. Hazellard: "Then how do you know he was abusing you?"

Mrs. Perez: "Miss Hicks told me he was. Afterwards he commenced to abuse me in English, saying I was a boggan-man and a bad man."

The defendant denied the assault, but Mr. Hazellard imposed a fine of \$10, remarking that the sampling of fruit was a most reprehensible habit, but it did not justify the assault.

THE SALVAGE CASE.

Aragonia v. Hupeh.

The full text of the judgment in the Aragonia-Hupeh salvage case—as delivered by His Lordship Sir Francis Piggott (Chief Justice), yesterday—is as follows:—The s.s. Hupeh was lying at anchor disabled in the China Sea in lat. 27.16 N. Lon. 121.25 E. and in 28 fathoms on the morning of Dec. 6. She had broken her propeller shaft at 7.35 on the previous evening and had anchored at 8.30. She had ineffectually signalled to one steamer passing 45 miles on the outside of her at about 6 a.m. At about 11 a.m. she was sighted by the Aragonia with the two balls signal, which means "Disabled, will you tow me?" The Aragonia was steaming to the south on her course which would have taken her about five or six miles on the inside of the Hupeh. No other vessels were sighted. The sea was rough and the N.E. monsoon was blowing strongly with increasing force, though it had not reached the force of a gale. The wind was variously estimated but it may be taken to be from five to six. The Hupeh had on board a cargo valued at \$115,000 and 150 passengers. The captain admitted that at the place where he was anchored he was exposed to the full force of the monsoon, that is to say, if it had risen to the force of a gale, and that in Dec. it may be expected to rise to a strong gale. But he said that even if the wind had increased he would have used another anchor and there would have been no risk of the ship dragging. His observations at 8 a.m. on 6th Dec. agreed within two miles with his position by dead reckoning taken when he anchored on the evening before; so that so far his anchors had held. He admitted of course that he was dependent on his anchors and chains, but he said that if he remained where he was and if the wind had risen he would have felt safe; that the Hupeh could ride out a strong gale in the open sea, and that there was no cause for anxiety. This is essentially a point to be appreciated by persons familiar with ships, so I therefore put this question to the assessor:—

"Was there in the circumstances as narrated by the captain of the Hupeh any cause for anxiety?"

His answer is:—"In December the monsoon may in a few hours increase to force 10. The Hupeh being disabled and anchored in 28 fathoms was unquestionably in a position of peril. Had anything happened to the anchors or chains she would have been in a position of very great peril. I am therefore of opinion there was cause for anxiety."

I also put the following question, which I believe is the proper one from the point of view of the legal aspect of the case:—

"Was the position of the Hupeh, in the circumstances as they could be observed by the Aragonia, such as to cause her captain to believe that there was cause for anxiety?"

His answer is:—"Yes."

The captain of the Hupeh further said:—"I signalled to two steamers, not because I was in peril, but because I wanted to get to the nearest port. I had lives and property under my charge and if I remained there I should be imperilling lives and property under my charge." On this further statement I put this further question to the assessor:—

"Were the signals made in order to convey to the passing steamers the information that the Hupeh was in peril and were they so understood, and if so rightly understood by the captain of the Aragonia?"

His answer is:—"Yes."

I now come to the Aragonia. There is no difference of opinion as to what took place. Having borne down on the Hupeh she steered alongside about a ship's length away from her. A conversation then took place through a megaphone between the two captains. Having decided to do what he could for the Hupeh, the captain of the Aragonia went ahead slowly in order to take up a position ahead of her and get her hawser on board. Before she was clear the Aragonia, which was very light, her bows being 25 to 30 feet above the water, was caught, by the wind and blown across the Hupeh's bows in a position of danger. She got clear and by a series of other manoeuvres she got right ahead of the Hupeh and backed by dragging on her anchors, into a position which enabled her hawser, after some difficulty, to be got on board the Hupeh. The difference of opinion arises as to whether the whole of this is a seamanship manoeuvre on the part of the Aragonia. The captain of the Hupeh says that it was not necessary for the Aragonia to have got into the position she did; that it would have been safer for her to have lain on the Hupeh's quarter and that he could have held the necessary conversation from the stern of his own ship, or that he could have signalled to her. Above all, that the captain should have foreseen that the wind might catch the Aragonia as she was like a balloon on the water and should have kept his bows directed away from the Hupeh; that the danger into which the Aragonia ran was of her own seeking and the result of unseamlike navigation.

In order to enable me to decide the question thus raised I put to the assessor the following questions:—

(1) Were the manoeuvres which the captain of the Aragonia adopted (a) for getting within hailing distance of the Hupeh, and (b) for getting within towing distance of the Hupeh, seamanship both in conception and execution?"

His answer is:—"Yes."

"Was there at any time during these manoeuvres danger to the Aragonia and if so in what degree and was any of the dangers attributable to carelessness or imprudence or unseamlike navigation on the part of the Aragonia?"

His answer is:—"There appears to have been at one time some risk of collision, but I do not consider this was due to un-

seamlike handling of the Aragonia. The vessel was very light with a great exposure of side. In a rough sea with a strong wind it would be difficult to bring the Aragonia within hailing distance of the Hupeh without incurring a certain amount of risk. I am confirmed in my opinion that the Aragonia was handled in a seamanship manner by the fact that within four and a half hours of first sighting the Hupeh the Aragonia had taken the vessel in tow and continued on her voyage. The answers of the assessor are such as I should, as a juror, have expected. I am quite sure that the captain of the Hupeh, thinks he could have manoeuvred the Aragonia far better than Captain Frost, a more experienced seaman, could have done. The sea captains are not being expected, who are not engaged in the actual work going forward, are critically inclined and from their position of vantage as observers detect faults in the performance of it by others. I am satisfied that the law does not require the advice of the sailing vessel to be taken in the most seamanship way possible, but only that she should do what is done in a seamanship manner; and that any risk she actually runs in these circumstances is a risk properly to be taken into account in estimating the salvage award. The assessor's answers conclude this question in favour of the Aragonia and I entirely concur with them. The salvage award should be based on these answers. The assessor is of opinion that no extra risk was incurred by taking the course indicated (Okean), the danger, if any, being limited to the twenty minutes when the vessels were in proximity to that island. I do not see my way to reduce the water question into figures though undoubtedly the Aragonia was short of water and might have run shorter still; but Aragonia was always upon a harbour where water could be got. The assessor is of opinion that the towage was performed in a successful and seamanship manner, that no towage in the China sea during a monsoon with following wind and severe weather is unattended with risk, and that it was not such plain sailing as the captain of the Hupeh endeavours to make out; and further that in the circumstances of this case the difficulties of towage and steering of the disabled vessel were considerably increased by the fact that there was a strong following wind and sea. What happened in connection with the breaking of the hawser and the alleged sudden alteration of the course seem to me to be immaterial to the question before the Court.

Now, with regard to salvage award. One point is clear that in the opinion of the owners of the Hupeh the £750 paid into Court as sufficient, apart from the special items of expenses incurred, is based on the captain's views, which considerably underestimate the risk run. It follows that the award is insufficient. The assessor and myself, considering the matter entirely independently, have come to the conclusion that the proper sum for award is £1,500, apart from the special items of expenses. I should say that I have paid due regard to the fact that in the case of the Bremen before arriving at this figure. The captain received £250 and the crew £300; the chief officer and other deck officers to rank with the chief engineer and his staff according to their respective grades. The items of expenses incurred by the Aragonia, as reported by telegrams, etc., £575, overture \$90. The demurrage item is complicated by the intervention of Sunday and the notice of sailing given to the Post Office. In the circumstances I do not feel justified in allowing more than one day's demurrage, i.e., \$600. In all the other items I have allowed £200. Judgment will therefore be for the plaintiffs for these amounts with costs.

STILL THEY COME.

More Questions for the Government.

At the meeting of the Sanitary Board this afternoon Mr. Shelton Hooper asked the following set of questions:

1. What action does the President propose to take in the matter of the Compensatory Bill having regard to the statement of the Government contained in the paper No. 25/1907 laid before the Legislative Council on 13th instant by His Excellency the Officer Administering the Government to the effect that "the Government awaits the Board's recommendation for amendment of this By-law?"

The Hon. Mr. Atkinson replied:

(1) I am prepared to move the appointment of a committee for report to the Board, the committee to consist of Captain Superintendent of Police, Mr. Fung Wa Chin and the Medical Officer of Health.

2. Whether it is a fact that notices are always served in the case of nuisances before prosecution, as stated by the Officer Administering the Government in the paper No. 25/1907 in question No. 1.

(2) As far as I am aware the provisions of section 23 and 24 are always adhered to in the case of serving notices for nuisances.

3. What action does the President propose to take with regard to the statement by the Officer Administering the Government in the paper No. 25/1907 referred to in question No. 1 that the Government is prepared to consider recommendations of the Sanitary Board for amendment of By-laws relating to white-washing and periodical cleanings?

(3) I am prepared to move the appointment of a committee to report to the Board, the committee to consist of Mr. Hooper, Hon. Mr. Chalmers and myself.

JAPAN'S POLICY IN KOREA.

ST. PETERSBURG, June 13.

The "Novoye Vremya" has criticized Russia's policy in allowing Korea to be dominated by an article in the following effect:—"All the Korean reforms which have been, or are to be, effected by the Japanese are intended to benefit the latter, no care being taken for the progress of Korea. For instance, the development of the communication facilities have a military purpose, since Korea is regarded as an outpost of Japan against Russia. The educational reforms will convert all Koreans into Japanese within twenty years. Under the pretence, too, of opening up Korea, most of the fertile areas, forests, mines and other valuable properties, will be given to Japanese."

LINGERING COLDS.

THE longer a cold hangs on, the more it weakens the system. Do not run the risk of an attack of pneumonia by neglecting it. Chamberlain's Cough Remedy will cure your cold and all danger from this disease will be avoided. For sale by all chemists and storekeepers.

THE CUBICLE QUESTION.

Sanitary Board and Government.

At the Sanitary Board this afternoon a letter was read from the Government relative to the provision of open spaces for houses Nos. 191 to 231 Station Street North, Mongkokkai. The letter stated that the Government were not prepared to entertain the Board's recommendation that no action be taken to enforce the provisions of section 175, pending the consideration of the report of Public Health and Buildings Ordinance Commission for the reason that the upper floors of the houses in question were so ill-lighted and ill-ventilated, by reason of the absence of any windows in the rear walls of the upper rooms, as to make them insanitary when occupied as the majority of the houses were.

Of the 22 houses in the block, 20 were occupied and these contained 51 illegal cubicles. If the suggestion contained in the Colonial Secretary's letter of May 8th was adopted a great improvement in the lighting and ventilation of the floors would be effected which would justify the allowance of a larger number of cubicles than it is at present possible to permit. The Government requested that the Board would reconsider by the light of the above facts.

SANITARY LAWS.

New Standing Order Wanted.

At a meeting of the Sanitary Board, held this afternoon, a letter from the Government, relative to the Standing Orders of the Board, was read, as follows:—Colonial Secretary's Office, June 12, 1907.

Sir—I am directed by the Officer Administering the Government to state for the information of the Sanitary Board that his attention has been called to the absence of any rule in the Standing Orders, governing the question of voting in cases where members may have a pecuniary interest.

In this connection I may be permitted to quote some rulings made in the House of Commons as follows:—"A member may not vote, but it is not absolutely out of order for a member to take part in a discussion where his pecuniary interest is involved" (July 25, 1859). "A hon. member is debarred from voting in questions in which he has a pecuniary interest, though they may be questions when it is becoming for members to withdraw before the division." (March 18, 1864). "This interest must be a direct pecuniary interest and separately belonging to the persons whose votes were questioned and not in common with the rights of His Majesty's subjects or on a matter of State policy." (May's Law of Parliament, 7th edition, page 181).

I am, therefore, to suggest for the consideration of the Board that an additional rule be made to the effect indicated above, with the addition that when any member is so interested he should mention the fact and withdraw or abstain from voting.

The suggested rule would also provide for the settlement in all cases of doubt by the Board on the matter, after the withdrawal of the member concerned. Should any point of law arise in connection with this matter, either now or hereafter, the Colonial Secretary would, on being addressed by the Board, obtain the advice of the Law Officers of the Crown for guidance.

Mr. A. Shelton Hooper inquired—Will you please obtain and annex to these papers a guide for any rule, if any, in the Standing Orders of the Legislative Council governing the question of voting in cases where a member may have a pecuniary interest.

Hon. Mr. E. A. Hewett—I understand that the procedure in the Executive Council is for members to withdraw before the discussion on a subject in which he is pecuniarily interested.

Dr. Atkinson—I understand there is no rule, but the English practice is followed. I will make enquiries. It is so stated in the Executive Council.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—

On the 25th at 12.05 p.m.—The barometer has fallen considerably over Formosa and the Southern Loo-Choo, and a further slight fall has occurred over S. China. In the Southern Philippines pressure is slowly increasing.

The depression which is probably becoming deeper, appears to be situated to the S.E. of Formosa, and to be moving slowly towards N.W.

N.E. gales are expected to prevail in the Formosa Channel, and fresh or strong N.E. and N. winds along the Northern shores of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day 0.02 inches.

Forecast for the 24 hours ending at noon to-morrow.

Forecast District.

1.—Hongkong and Neighbourhood: N.E. to N. winds fresh; squally, showery.

2.—Formosa Channel: N.W. gales.

3.—South coast of China between Hongkong and Loo-Choo: N.E. to N. winds, strong.

4.—South coast of China between Hongkong and Hainan: Same as No. 1.

A new steamer was launched from the works of the Bangkok Dock Co., Ltd., for the Royal Naval Department on the 10th inst. The new vessel is a composite screw steamer. Her dimensions are: Length over all 75 feet, breadth 13 feet, depth 7 feet 8 inches. The engines are compound surface condensing, and the boat has been built under the supervision of Mr. A. J. Jones, of the Naval Department. The Dock Company have built quite a number of this class of steamer, all of which have turned out well.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, June 20.

The results of the Famine Fair and Fete held in aid of the Famine Fund has fully realised the splendid expectations formed, and the organisers have been able to hand over to the Committee the goodly sum of over \$73,000. The sum would have been far greater if the Bank had for once foregone their privileges and omitted to exact the loss on subsidiary coin which actually amounted to more than \$1,100. "Charity commences at home," they say. On the other hand, people are apt to have a kindly feeling to the country where much of their money is made. It is good to note that the owners of the Chinese stall reaped the biggest harvests and I think we may easily put much of their success down to the zest of the sellers and also to the great generosity which distinguished the Chinese donors of articles to the Bazaar.

There has been an absolute dearth of news or excitement. It is true the press did their best to stir up a "mysterious disappearance" sensation, but it was a pronounced frost. We were treated to some big things in headlines and under-neath we were told that two young Italian ladies who only arrived in Shanghai a few days since were following in richahs a relative of theirs when they suddenly vanished. Vigilant search, so it was said, was made for them, but the first day and night elapsed without a clue of their whereabouts, until at 2 a.m. they were discovered still roaming the country in the Sima district. It is a far cry from Hongkong to Sima, and we have not been told what the coolies thought of their strange faces who said that as they were unable to make themselves understood and had lost their way they were powerless to find their home.

Another nasty little sensation was the discovery of the land and arm of a dynamite floating in the Soochow Creek between the Kiangse and Szechuen Roads Bridges. A cursory examination by the Inspectors on duty pointed to the belief they belonged to a foreign woman, and if this be so, it lends colour to the rumour circulated amongst the Chinese that at the time of the Stone Bridge disaster, when so many natives were precipitated into the Creek and lost their lives, a foreign woman and child also perished. The story was not given much credence to at the time because no-one came forward to report missing relatives, but this ghastly discovery has revived the tale and, we are asking, what ground the Chinese had for stating a foreign woman and child were swept into the Creek if it were not so. The limb had the appearance of being torn off from the elbow which might very easily have happened if the body and shoulder were caught by some heavy junk, but it is a ghastly subject and so I will close this miserable paragraph.

Although the Municipal authorities assure us that steps are even now being taken to rid our streets of some of the superfluous richahs in view of the advent of the rains and that the richahs of doubtful stability is immediately confiscated, I think their eye-sight is somewhat blurred or else they rely too much upon the keen interest which the men told off for the duty of inspection ought to take in their work but do not. We can well understand it is a wearisome job minutely to inspect every dirty, wretched-looking richah which is enabled up for the necessary inspection before a license is granted; but, at the same time, the men engaged for this particular duty are properly paid and therefore they should not shirk thoroughly overhauling the vehicles parked before them. I admit that in some instances the Chinese do manage to bring the same richah up twice, and obtain two licenses, one of which is used for a dilapidated conveyance, but this fraud cannot account for the very large number of richahs plying for hire which are entirely unfit to carry passengers. Only this week a lady was thrown violently to the ground sustaining a twisted wrist and other minor injuries. The wheel had come off the richah in which she was seated, and the coolie was in possession of licenses both for our Settlement and for the French Concession.

The Shanghai Horse Bazaar have been vigorously protesting against the charges for licenses for public carriages, especially taking into consideration the wide difference between the rates for private and public vehicles. They readily admit that private carriages do not use the road to the same extent as public ones but they ask that carriages hired from them by the month may be included in the private scale as they certainly are driven in the same way. Private owners pay \$12 per annum but the Horse Bazaar and other foreign and Chinese vehicle stables are asked to pay \$48 per annum if the license only includes the Settlement but the French Concession charges another three taels for their territory which raises the license to \$96 per annum. This certainly does seem excessive and the Horse Bazaar protests it means nine per cent. of the earnings of a pony and carriage. However, the Council say nothing can be done this year as the Schedule of Licenses has been approved by the ratepayers, but that attention will be called to the matter when compiling the Budget for 1908, although they promise no decrease in the licenses of public carriages but rather an increase in the charge for private carriages so as to minimise the present difference. As regards vehicles hired

by the month, the only answer they have ready is that although they admit they are not used so much as private carriages the loss of revenue would be too great for them to contemplate a reduction.

The death of Mr. J. A. Sullivan has taken away one of the men who have helped to make Shanghai what it is and with his loss the older generation is becoming pitifully lessened. For nearly thirty-four years Mr. Sullivan has lived and prospered and made himself loved in Shanghai and learnt the lesson that shrewdness can serve you had tricks as well as good fortune. But he took his troubles when they came as Irishmen are apt to do and forgot his chagrin in the field of sport. He was as much at home on the turf as on the river and the cricket and football field knew him well, so he will be missed by every class amongst us. He had been sick for some time but a trip to Japan promised to set him quite right again. However, on his return, he was once more taken ill at Woosung and succumbed to cerebral hemorrhage.

The staff on the opium hulks which have been removed to the French Bund are having a time of some anxiety. On the walls of many of the buildings in the French Concessions have been posted placards in Chinese calling upon the natives to make a concerted attack on the hulks on the day the decree concerning the closing of opium shops and dens comes into force. It is rather difficult to understand why the Chinese should desire to destroy the hulks and murder the men aboard because they will no longer be free to make themselves slaves to the wretched drug, but, however, the danger has been considered so real that representations have been made to the Thutai to afford proper protection in the event of an outbreak and the men who are in charge keep a vigilant watch for the slightest sign of a determined attempt to destroy the hulks. It is absurd to try to fathom whether there is any foundation for the fears existing and if nothing does take place we shall still think that perhaps it was only checked because the intending rioters knew us to be ready and on the alert.

FORMOSA NOTES.

(From Our Correspondent.)

FORMOSA, June 18.

On the 14th June, the anniversary of the annexation of the island to Japan, the Governor of Formosa held a reception followed by a dinner, to which all the foreign community were invited.

The Police grounds at Taipei were beautifully decorated for the occasion, and the view from the Lake side was deservedly praised. Immediately facing the palace an open theatre, had been erected and, profusely decorated with electric light and Japanese lanterns. Here, from 7 till 9 p.m., a series of Japanese plays were given, followed by a Gelsa troupe of dancers. The performance of the latter, with their graceful movements, collected repeated applause. At 9 p.m. the guests adjourned for dinner, and were the recipients of much hospitality. Governor Iwano made a short speech in which the Emperor's name appeared, which was received by the assembled guests with loud applause, and the greatest enthusiasm prevailed.

Later, the British Consul, in a short and pithy speech, congratulated the Governor on behalf of the foreign community present, and wished him along and prosperous career.

Practically all the foreign community were present, while the ladies and the chief Japanese officials, both military and civil, in their bright uniforms, made the evening memorable one in the annals of Formosa. A grand display of fireworks, was much appreciated, while a military band materially helped to enliven the proceedings. The day was proclaimed a public holiday, and the whole city gave itself up to festivities. Many of the streets were bedecked and otherwise decorated with the customary taste displayed by the Japanese. As a souvenir of the occasion each guest was presented with two hand-some got up post cards after their arrival at the Palace.

A hilliard tournament is now being held at the Taitan Club in connection with the handsome silver "Farwell Cup" presented by Mr. Rafter on leaving the island, and which is bringing out the liveliest interest among the foreign community.

TROUBLES IN HUNAN.

CHANGSHA, June 19.

Rioters at Pinghsiang have entered Linyang and troops under Lieutenant Chang and Governor Li have been sent to Linyang to prevent any rioters coming southward.

There was an interesting ceremony at the Kawasaki Dockyard on Saturday afternoon, June 8th, the "Sang-Yang-maru," which has been built at the Kawasaki Yard to the order of the Nippon Yusen Kaisha, having been there successfully launched. The "Sang-Yang-maru" is a vessel of 3,500 tons, and is to steam 15 knots and is for the Yangtze trade.

SUMMER DIARRHOEA IN CHILDREN.

DURING the hot weather of the summer months the first unusual looseness of a child's bowels should have immediate attention, as so to check the disease before it becomes serious. All that is necessary is a few doses of Chamberlain's Colic, Cholera and Diarrhoea Remedy followed by a dose of Castor oil to cleanse the system. Sold by all chemists and storekeepers.

GENERAL STOESEL'S TRIAL.

ST. PETERSBURG, June 13.

Some of the witnesses who are to give evidence against General Stoesel have informed the correspondents of the "Mainichi" that the further trial of the General has been postponed to October. They attribute the long delay to the action of the supporters of General Stoesel, who desire to obtain further evidence on his behalf. The informants of the "Mainichi's" correspondents believe that the death sentence will be quashed in favour of a sentence of ten years' confinement.

THE SEDITION IN INDIA.

LONDON, June 7.

The Simla correspondent of "The Times" reports that the disturbances in India are seemingly confined to the educated middle-class natives, while the Christians, land owners, merchants, Mohammedans, and troops are unaffected. The agitators are making great efforts to attract the sympathy of the peasantry and soldiers. They have been taken, by surprise by the prompt measures of the British Government, who had been intended to pursue a secret campaign for several months.

RUSSIA'S RELATIONS WITH JAPAN.

ST. PETERSBURG, June 13.

The Budget Committee of the Duma having curtailed the Consular expenditure, M. Ievlevsky, the Russian Foreign Minister, delivered a speech in the course of which he spoke substantially as follows:—"It is necessary to give high values to certain Consuls in order to maintain the prestige of the Empire and secure the peaceful progress of commerce. Just after the Portsmouth Conference, there were some Russians who considered that the peace was nothing but a truce, and that Japan and Russia would shortly enter into another war. Public opinion has, however, entirely changed since then. Indeed, there is a likelihood that from now the commercial relations between Japan and Russia will steadily improve. There is a similar inclination in France."

OPIUM IN CHINA.

Effect of the New Regulations.

The "Times" Peking correspondent telegraphs under date May 19, the following interesting information concerning the effect of the new opium regulations in China:—

The first six months following the issue of the anti-opium regulations have not shown any extraordinary results. Chinese reckoning, on Friday, when the last of the opium shops in Peking was closed. All the restaurants and houses of bad character in this city where formerly the use of opium was universal some time ago ceased to permit smoking on the premises. Steps are being taken by the British authorities. They have received regular reports of the progress of the anti-opium movement from Consuls, missionaries, and other observers in all parts of the Empire. These will be collected and will give a trustworthy indication of the locality or districts where the enforcement of the regulations. They would also be an equally valuable guide to the Chinese authorities who are now waiting, with some surprise at the delay,

Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

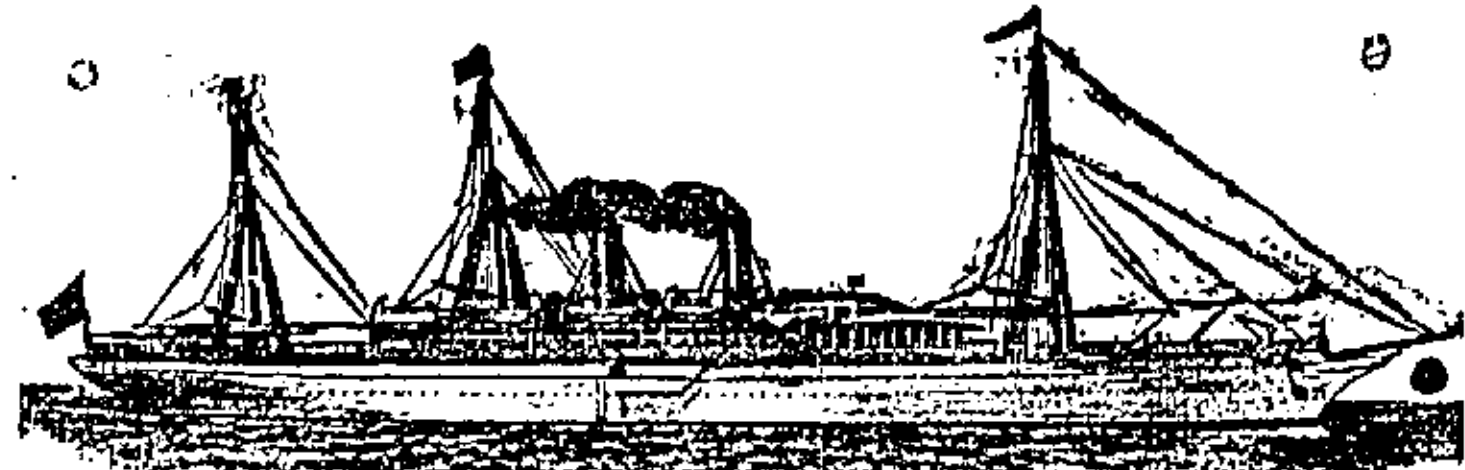
WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

| FOR | STEAMERS | TO SAIL ON | REMARKS |
|---------------------------------|----------|------------|---------------------------|
| SHANGHAI | CHINA | About 27th | Freight and Passage. |
| MARSEILLES & LONDON | DEVANHA | Noon, 29th | See Special Advertisement |
| SINGAPORE, COLOMBO & BOMBAY | SOCOTRA | About 29th | Freight only. |
| SHANGHAI, MOJI, KOBÉ & YOKOHAMA | SIMLA | About 5th | Freight and Passage. |
| LONDON & ANTWERP | SVRIA | About 17th | Freight and Passage. |

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only line that maintains a Regular Schedule Service of 11 Days across the Pacific is the 'EMPERESS LINE.' SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER. 18 DAYS HONGKONG to VANCOUVER.

| PROPOSED SAILINGS. | (Subject to Alteration.) |
|-------------------------|---|
| R.M.S. EMERSON OF CHINA | 6000 Tons. Thursday, July 4. July 22. |
| ATHENIAN | 3882 Tons. Wednesday, July 17. Aug. 10. |
| EMPERESS OF INDIA | 6000 Tons. Thursday, Aug. 1. Aug. 19. |
| MONTEAGLE | 6183 Tons. Wednesday, Aug. 15. Sept. 7. |
| EMPERESS OF JAPAN | 6000 Tons. Thursday, Aug. 22. Sept. 10. |
| TARTAR | 4425 Tons. Wednesday, Sept. 11. Oct. 5. |

THE quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBÉ, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec, with the Company's new postal 'EMPERESS' Steamship, 14,500 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, adding superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to D. W. CHADWICK, General Traffic Agent for China, CORNER PEDDER STREET and PRAY, Opposite Blake Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| DESTINATIONS. | STEAMERS. | SAILING DATES. |
|---|--|------------------------------------|
| MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID. | HITACHI MARU, Tons 6760. Capt. Wm. Townsend. | WEDNESDAY, 28th June, at Daylight. |
| | KANAGAWA MARU, Tons 6169. Capt. N. Ohno. | WEDNESDAY, 10th July, at Daylight. |

| | | |
|---|---|----------------------------------|
| VICTORIA, B.C. AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBÉ & YOKOHAMA. | AKI MARU, Tons 6444. Capt. M. Yagi. | TUESDAY, 25th June, at Daylight. |
| | RIJUN MARU, Tons 4806. Capt. G. S. Laprairie. | TUESDAY, 9th July, at Daylight. |

| | | |
|---|---|------------------------------|
| SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE. | YAWATA MARU, Tons 3817. Capt. T. Harrison. | FRIDAY, 12th July, at Noon. |
| | NIKKO MARU, Tons 5539. Capt. E. W. Haswell. | FRIDAY, 9th August, at Noon. |

| | | |
|---|--|-----------------------------|
| GENOA, LONDON, ANTWERP, via MANILA, SINGAPORE, COLOMBO, SUEZ AND PORT SAID. | COLOMBO MARU, Tons 4709. Capt. C. A. Lee. | SATURDAY, 6th July, at a.m. |
| BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO. | KAGESHIMA MARU, Tons 4295. Capt. T. Arakawa. | MONDAY, 1st July, at Noon. |

KOBÉ AND YOKOHAMA... SATURDAY, 29th June, at Noon.
NAGASAKI, KOBÉ AND YOKOHAMA... WEDNESDAY, 10th July, at Noon.
Cargo only. * Calling at KEELUNG.
Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA

28,000 TONS

BETWEEN YOKOHAMA, KOBÉ, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

MINNESOTA, Captain O. F. AUSTIN. On WEDNESDAY, 21st July, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kōbe, and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

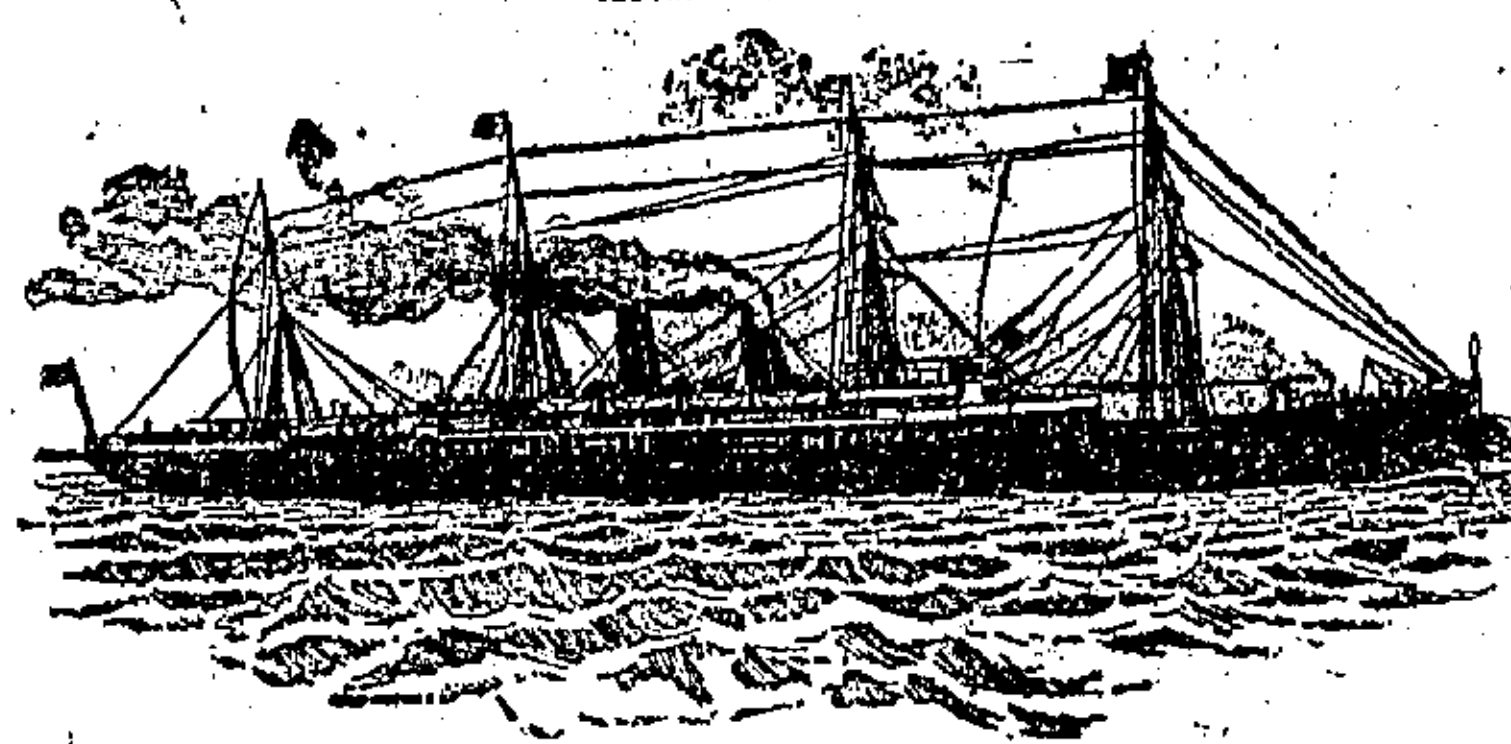
For full information regarding freight or passage apply to NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMERS. | SAILING DATES. |
|-----------------|--|
| * MONGOLIA | 27,000 Tons. TUESDAY, 2nd July, at Noon. |
| * YIPPOON MARU | 11,000 " TUESDAY, 9th July, at Noon. |
| DORIC | 9,500 " SATURDAY, 20th July, at Noon. |
| CORTIO | 9,000 " SATURDAY, 27th July, at Noon. |
| * HONGKONG MARU | 11,000 " TUESDAY, 6th Aug., at Noon. |
| * KOREA | 18,000 " FRIDAY, 16th Aug., at Noon. |
| * AMERICA MARU | 11,000 " SATURDAY, 24th Aug., at Noon. |
| * SIBERIA | 18,000 " SATURDAY, 31st Aug., at Noon. |
| * CHINA | 10,200 " SATURDAY, 7th Sept., at Noon. |

RECORD FAST TRIPS.

Yokohama to San Francisco... KOREA, 18,000 tons. September 18-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu... SIBERIA, 18,000 tons. August 18th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama... SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 15 days, 13 hours.
Yokohama to San Francisco... SIBERIA, 18,000 tons, Oct. 19th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE P. M. Steamship MONGOLIA will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBÉ, YOKOHAMA and HONOLULU, on TUESDAY, the 2nd July, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railway to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, KIELUNG, MOJI, KOBÉ & YOKOHAMA, FOR

PORTLAND, OREGON, OREGON RAILROAD & NAVIGATION CO.

OPERATING IN CONNECTION WITH THE

| STEAMERS. | Tons. | Captains. | TO SAIL ON. |
|-----------|-------|-----------|-------------|
|-----------|-------|-----------|-------------|

| | | | |
|-----------|------|------------|--------------------|
| NIOOMEIDA | 4370 | G. MEINZER | June 27, at 5 p.m. |
|-----------|------|------------|--------------------|

| | | | |
|----------|------|-------------|-------------------|
| NUMANTIA | 4371 | H. FELDMANN | July 15, at Noon. |
|----------|------|-------------|-------------------|

| | | | |
|--------|------|----------|------------------|
| ARABIA | 4453 | MEYERHIN | Aug. 7, at Noon. |
|--------|------|----------|------------------|

| | | | |
|-------|------|------------|-------------------|
| ALBIA | 5197 | JOHN BROWN | Sept. 4, at Noon. |
|-------|------|------------|-------------------|

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, enquire with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR

| STEAMER | TO SAIL |
|---------|---------|
|---------|---------|

| | | |
|---------------------------|-------|--------------------|
| AMOY, NINGPO AND SHANGHAI | LINAN | June 26, at 4 p.m. |
|---------------------------|-------|--------------------|

| | | |
|---------------------|-------|--------------------|
| SWATOW AND SHANGHAI | YCHOW | June 27, at 4 p.m. |
|---------------------|-------|--------------------|

| | | |
|---------------|----------|--------------------|
| CEBU & ILOILO | SUNGLANG | June 28, at 4 p.m. |
|---------------|----------|--------------------|

| | | |
|---------------------|---------|--------------------|
| SWATOW AND SHANGHAI | KUKIANG | June 30, at 9 a.m. |
|---------------------|---------|--------------------|

| | | |
|--------|--------|-------------------|
| MANILA | TAMING | July 2, at 4 p.m. |
|--------|--------|-------------------|

| | | |
|--|----------|--------------------|
| MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOK, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | CHANGSHA | July 10, at 4 p.m. |
|--|----------|--------------------|

| | | |
|-------------------|---------|--------------------|
| YOKOHAMA AND KOBÉ | CHINGTU | July 11, at 4 p.m. |
|-------------------|---------|--------------------|

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
‡ Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.
N.B.—REDUCED CARGO FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon staterooms, Electric Light—Porter Cooks—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captains. | For | Sailing Dates. |
|------------|-------|-----------|-----|----------------|
|------------|-------|-----------|-----|----------------|

| | | | | |
|------|------|--------------|--------|-----------------------------|
| RUBI | 2540 | R. W. Almond | Manila | Saturday, June 29, at Noon. |
|------|------|--------------|--------|-----------------------------|

| | | | | |
|--------|------|-----------|--------|----------------------------|
| ZAFIRO | 2540 | A. Fraser | Manila | Saturday, July 6, at Noon. |
|--------|------|-----------|--------|----------------------------|

For Freight or Passage, apply to

Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND

SUEZ CANAL.

(With Liberty to Call at the

MALABAR COAST).

TO SAIL

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|-----|----------|---------|
|-----|----------|---------|

| | | |
|----------|----------|----------------------------|
| * MANILA | YUENSANG | FRIDAY, June 28, at 4 p.m. |
|----------|----------|----------------------------|

REDUCED FARES TO STRAITS & CALCUTTA.

| | | | |
|--|-------|--------|-------|
| Hongkong to Singapore 1st-Class Single | \$ 65 | Return | \$100 |
| Penang | 85 | | 130 |
| Calcutta | 165 | | 250 |

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Chiofo, Tientsin, Newchwang, and Yangtze Ports.
For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR

| STEAMERS | TO SAIL |
|----------|---------|
|----------|---------|

| | | |
|---|-------------------------|-------------------------------|
| NAPLES, GENOA, GIBRALTAR, TARR, SOUTHAMPTON, ANTWERP AND BREMEN | ROON, Capt. O. Meiners. | WEDNESDAY, 3rd July, at Noon. |
|---|-------------------------|-------------------------------|

| | | |
|---------------------------------------|--------------------------------|-------------------------------|
| SHANGHAI, NAGASAKI, KOBÉ AND YOKOHAMA | PRINZ LUDWIG, Capt. v. Binzer. | WEDNESDAY, 3rd July, at Noon. |
|---------------------------------------|--------------------------------|-------------------------------|

| | | |
|---|------------------------|-------------------------------|
| MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE | MANILA, Capt. Minssen. | THURSDAY, 18th July, at Noon. |
|---|------------------------|-------------------------------|

| | | |
|--------------------|---------------------------|--------------------------------|
| KUDAT AND SANDAKAN | BORNEO, Capt. F. Sembill. | SATURDAY, 29th July, at 9 a.m. |
|--------------------|---------------------------|--------------------------------|

For further Particulars, apply to

Norddeutscher Lloyd,

MELOHRS & CO.,

General Agents, Hongkong & China.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST.

PROPOSED SAILINGS FROM HONGKONG.

STEAMERS.

TO SAIL 1907.

FOR NEW YORK.

BRAEMAR

Shipping.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES & LONDON,
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| Steamers | Leave | Connecting Steamers | Due at | Due at |
|---------------------|----------|---------------------|----------------|-------------|
| to | HONGKONG | from | MARSEILLES | PLYMOUTH |
| Colombo | 1907 | MARSEILLES & LONDON | (Brindisi) | (London) |
| | | | 2 days earlier | 1 day later |
| DEVANHA 8000 | June 20 | through steamer | July 27 | Aug. 3 |
| CHINA 8000 | July 13 | MOULTAN 9000 | Aug. 10 | Aug. 17 |
| DELTA 8000 | July 27 | MACEDONIA 10500 | Aug. 26 | Sept. 1 |
| DELHI 8000 | Aug. 10 | HIMALAYA 7000 | Sept. 8 | Sept. 15 |
| ARADIA 7000 | Aug. 24 | MOLDAVIA 9500 | Sept. 22 | Sept. 29 |
| MALAKA 10500 | Sept. 7 | INDIA 8000 | Oct. 6 | Oct. 13 |
| MALTA 8000 | Sept. 21 | MONGOLIA 7000 | Oct. 20 | Oct. 27 |
| DELTA 8000 | Oct. 5 | VICTORIA 7000 | Nov. 9 | Nov. 16 |
| ORIANA 7000 | Oct. 19 | BRITANNIA 7000 | Nov. 23 | Nov. 30 |
| DELHI 8000 | Nov. 2 | MOULTAN 9000 | Nov. 30 | Dec. 7 |
| ARADIA 7000 | Nov. 16 | CHINA 8000 | Dec. 14 | Dec. 21 |
| DEVANHA 8000 | Nov. 30 | HIMALAYA 7000 | Dec. 28 | Jan. 4 |

Passengers change steamers at Colombo, and those for BRINDISI transfer also to the Express Mail Steamer at Port Said.
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.
In addition to the above Mail Steamers the following:-

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS
WILL LEAVE FOR
LONDON,
CARRYING SALOON PASSENGERS AT REDUCED RATES.

| Steamers | Leave | Due at |
|--------------------|----------|----------|
| HONGKONG | about | LONDON |
| SYLA 7000 | July 17 | Sept. 12 |
| NYANZA 7000 | July 31 | Sept. 26 |
| SYLA 7000 | Aug. 14 | Sept. 30 |
| SYLA 7000 | Aug. 28 | Oct. 14 |
| CEYLON 4000 | Sept. 11 | Oct. 28 |
| NAMUR 7000 | Oct. 5 | Nov. 19 |
| MANILA 4500 | Oct. 19 | Dec. 3 |
| BORNEO 4500 | Nov. 2 | Dec. 16 |
| NORE 7000 | Nov. 16 | Dec. 30 |

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.
* Carries 1st and 2nd Saloon Passengers. * Carries only First Saloon Passengers.
For further particulars, Apply to
E. A. HEWETT,
Superintendent.

OSAKA SHOSHEN KAISHA.
REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.
PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

Tax Co.'s a.s. For LEAVING
* **JOSHIN MARU,** { TAMSUI, Via SWATOW } SUNDAY, 30th
Capt. H. S. SMITH, { AND AMOI. } June, at 10 a.m.

* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidsips, Unvalued Table.
* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.
For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Brown's Room, No. 1 QUEEN'S BUILDINGS.

T. ARIMA, Manager

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP CO.
CONNECTING AT TACOMA WITH
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA B.C. AND TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons. | Captains | To Sail. |
|---------------------|-------|---------------|-----------------|
| SHAWMUT 9806 | | E. V. Roberts | About Aug. 7. |
| TREMONT 9806 | | T. W. Garlick | About Sept. 10. |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND
COURTESY. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES

* The Twin-screw s.s. Shawmut and Tremont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels assures speediness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

FARGEL EXPRESS TO THE UNITED STATES AND CANADA.
For further information, Apply to

Dodwell & Co., Limited,
GENERAL AGENTS
QUEEN'S BUILDINGS.

Notices to Consignees.

NOTICE TO CONSIGNEES.
THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY'S
STEAMER NYANZA.

FROM ANTWERP, LONDON, MALTA,
PORT SAID, SUETZ AND STRAITTS.

CONSIGNEES of Cargo by the above
named Vessel are hereby informed
that their Goods are being landed and
placed at their risk in the Hongkong and
Kowloon Wharf and Godown Company's
Godowns at Kowloon, where each consignee
will be required to Mark by Mark, and
delivery can be obtained as soon as the
Goods are landed.

Optional Goods will be landed here
unless instructions are given to the contrary
before 6 Hours.

Goods not cleared by the 27th June,
at 4 p.m., will be subject to rent.
No Fire Insurance will be effected by
us in any case whatever.

Damaged packages must be left in the
Godowns for examination by the Con-
signee and the Co.'s representative at an
appointed hour. All claims must be made
within ten days of the steamer's
arrival here, after which date they cannot
be recognised. No claims will be admitted
after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.

Hongkong, June 20, 1907. 1041

NOTICE TO CONSIGNEES.

STEAMER ERNEST SIMONS.

COMPAGNIE DES MESSAGERIES
MARITIMES.

CONSIGNEES of Cargo from LONDON
or s.s. *Cordouan* and *Medoc*; from
HAVRE, s.s. *Cordouan*; from BORDEAUX
s.s. *Verdun* and *Frederic Morel*, in
connection with above Steamer, are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are
being landed and stored at their risk
into the hazardous and/or extra hazar-
dous Godowns of the Hongkong & Kow-
loon Wharf and Godown Company, Ltd.,
at Kowloon, whence delivery may be ob-
tained immediately after landing.

Optional Cargo will be forwarded on
unless intimation is received from the Con-
signee before 10 A.M., To-day, requesting
it to be landed here.

Bills of Lading will be countersigned by
the Undersigned, and Goods remaining
undelivered after MONDAY, the 1st
July, at Noon, will be subject to rent and
landing charges.

All claims must be sent in to me on or
before the 1st July, or they will not be
recognised.

All damaged packages will be examined
on MONDAY, the 1st July, at 8 a.m.
No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.

Hongkong, June 24, 1907. 1051

NOTICE TO CONSIGNEES.

STEAMSHIP GULF OF VENICE.

FROM SYDNEY.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested
to send in their Bills of Lading for counter-
signature and to take immediate delivery of
their Goods from alongside.

Cargo impeding the discharge or remain-
ing on board after 4 p.m., the 26th June,
will be landed at Consignees' risk and
expense.

No Fire Insurance will be effected by
us in any case whatever.

DODWELL & Co., Ltd.,
Agents.

Hongkong, June 20, 1907. 1037

IMPERIAL GERMAN MAIL LINE.

NORDEUTSCHER LLOYD.

BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship
PREUSSEN
having arrived, Consignees of Cargo are
hereby informed that their Goods with the
exception of Opium, Treasure and Valua-
bles, are being landed and stored at their
risk into the hazardous and/or extra hazar-
dous Godowns of the Hongkong & Kow-
loon Wharf and Godown Company, Ltd.,
at Kowloon, whence delivery may be ob-
tained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
WEDNESDAY, the 19th of June, at 1 p.m.

No Claims will be admitted after the 25th
of June, will be subject to rent.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 25th of June, at
9.30 a.m.

All Claims must reach us before the 30th
of June, 1907, or they will not be recog-
nised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
the Undersigned.

NORDEUTSCHER LLOYD,
MELCHERS & CO.,
Agents.

Hongkong, June 19, 1907. 1038

'MOGUL' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE STEAMSHIP PATHAN.

FROM GLASGOW, LIVERPOOL
AND STRAITS.

CONSIGNEES of Cargo are hereby
informed that all Goods are being
landed at their risk into the Godowns of
the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, whence
and/or from the Wharves delivery may be
obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before
10 A.M., To-morrow.

No Claims will be admitted after the 27th
inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 27th inst., at
5 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.

Hongkong, June 21, 1907. 1049

AMERICAN OFFICERS CLAIM BACK-PAY.

WASHINGTON, May 16.

The verdict of the Court of Claims in
the case of Louis E. Brown, a lieutenant
of volunteers, during the war with Spain,
has been affirmed by the Supreme Court
of the United States. Brown was dismis-
sed from the service February 18, 1899,
on a verdict by a court-martial of which
the President was a regular officer, serving
with the volunteers and which after first
finding him innocent decided that he was
guilty of the charge of gambling with
enlisted men. He instituted in the
Court of Claims the suit, which was
decided to-day; to recover his salary
from the time of his dismissal
to the beginning of legal proceedings. The
Court held the proceedings of the court-
martial to be irregular and illegal because
of the presence of the regular army officer
as a member of the Court, but awarded pay
only for the time intervening between
Brown's discharge and the mustering out
of the troops of which he was an officer, or
about only three months.

General Leonard Wood has been criticised
in connection with the case for reconvening
the court-martial which had first acquitted
Brown. Gen. Wood's courage was not
even mentioned in the Court proceedings,
however.

A HAUNTED EMBASSY.

It is not generally known, writes a cor-
respondent to a Home paper, that the
British Embassy at The Hague, which will
in a few weeks be a centre of political
interest, is said to be haunted.

The house is situated in rather a back
street a hundred yards or so from the
cathedral (Grote Kerk), and close to the
market place. It was formerly occupied
by the Spanish Envoy, who got rid of it
if a century ago. But the history of
the place is romantic. Alva is said to
have resided in the house which stood
there before the present one, and the base-
ment is supposed to have been used by
Inquisitors. Sir Horace Rumbold took
the trouble to investigate the history of the
house while he was Ambassador there, and
tells us that a certain Gerard van Assen-
delft lived there during the 17th century. He
married a French wife who objected to his
ecclesiastical habits, and had recourse to
nicking false money. A secret passage has
been discovered from the basement to the Cathe-
dral, and it is suggested that the coins
utilized for their nefarious purposes.
They were caught, however, and executed.
In 1840 Madame Assendelft was put to
death by drowning her head being held
down in a pail of water. The occupants of
one of the rooms were so troubled by what
were termed vivid nightmares that the said
room has been turned into a box room.
The house looks grim and gaunt enough
for any White Collar story.

NOTICES TO CONSIGNEES.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Steamship Gregory Apex having
arrived from the above Ports, Con-
signees of Cargo are hereby informed that
their Goods will be delivered from along-
side.

Cargo impeding the discharge will be
landed at once at Consignees' risk and
expense. Cargo remaining on board after
4 p.m., of the 26th instant, will be landed
at Consignees' risk and expense.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DAVID BASSOON, & Co., Ltd.,
General Managers.

Hongkong, June 24, 1907. 1053

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.

THE Company's Steamship Namsang
having arrived from the above Ports, Con-
signees of Cargo by her are hereby
informed that their goods will be delivered
from alongside.

Cargo impeding the discharge or remain-
ing on board after 4 p.m., the 26th June,
will be landed at Consignees' risk and
expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co., Ltd.,
General Managers.

Hongkong, June 24, 1907. 1058

PACIFIC MAIL STEAMSHIP
COMPANY.

NOTICE TO CONSIGNEES.

CONSIGNEES of CARGO per Steamship
MONGOLIA.

The above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-
signature, and to take immediate delivery
of their goods from alongside.

Cargo impeding discharge and undeliv-
ered by TUESDAY, 25th June, 1907, at
Noon, will be landed and stored at Con-
signees' risk and expense. All Cargo un-
delivered by FRIDAY, the 28th June,
1907, at Noon, will be subject to rent.

Broken, chafed, or damaged goods will
be examined at the above Co.'s Godown at
THURSDAY, 27th June, 1907, at 10 a.m.
No Fire Insurance will be effected.

S. SILVERSTONE,
Agent.

Hongkong, June 21, 1907. 1046

'SHIRE' LINE OF STEAMERS,
LIMITED.

NOTICE TO CONSIGNEES.

FROM MIDDLESBRO', LONDON,
ANTWERP & STRAITS.

THE Steamship
OARNARVONSHIRE
Captain JACKSON, having arrived from
the above Ports, Consignees of Cargo
are hereby informed that their Goods are
being landed at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Co., Ltd., at Kowloon, and
stored at Consignees' risk and expense.

No Claims will be admitted after the 26th
inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods
are to be left in the Godowns, where they
will be examined on the 26th inst., at
2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
SHEWAN, TOMES & CO.,
Agents.

Hongkong, June 20, 1907. 1040

HONGKONG AVERAGE MARKET PRICES.

Corrected to Thursday, June 20th, 1907.

At 100 cents per Dollar Mexican.

Butcher Meat.

Beef, mutton & prime cut—Moi Lung Pa ... lb 20

Corned—Ham Ngan Yek ... 20

Roast—Shiu ... 20

Breast—Nagu Lam ... 15

Soup—Tong Yek ... 15

Steak—Ngan Yek Pa ... 20

Outom Ngan Lau Sien ... 20

Sausages—Ngan Chuan ... 20

Bullock's Brains—Siow ... per set 10

Tongue fresh—Ngan Li ... each 10

Head—Ngan Tau ... lb 20

Heart—Ngan Sum ... lb 20

Hump, Salt—Ngan Kin ... 20

Feet—Ngan Kerk ... each 7

Kidneys—Ngan Yiu ... 10

Tail—Ngan Mei ... 17

Liver—Ngan Con ... lb 12

Tripe (undressed)—Ngan To ... 7

Jaeger's Head & Feet—Ngan-chai-tan-kak, set \$1.00

Mutton Chop—Yeung Tai Kwat ... lb 24

Leg—Yeung Poi ... 20

Shoulder—Yeung Shau ... 20

Pigs' Chittings—Chi chong ... 24

Brains—Chi Know ... per set 2

Feet—Chi Kerk ... 12

Fry—Chi Chak ... 12

Head—Chi Tum ... 12

Heart—Chi Sum ... each 9

Kidneys—Chi Yiu ... 8

Liver—Chi On ... lb 28

Pork Chop—Chi Tai Kwat ... 21

Corned—Ham Chu Yek ... 22

Leg—Chi Pei ... 22

Fat or Lard—Chi Yau ... 16

Sheep's Head and Feet—Yeung Tai Kerk ... 60

Heart—Yeung Sum ... each 8

Kidneys—Yeung Yiu ... 10

Liver—Yeung Con ... lb 24

Sucking Pigs, To Order—Oho Oho ... 16

Suet, Beef—Sang Ngan Yau ... 21

Mutton—Sang Yeung Yau ... 21

Veal—Ngan Chai Yek ... 20

Sausages—Ngan Chai Cheong ... 20

Poultry.

Chicken—Kai Chai ... lb 32

Capon, Large, Small—Sin Kai ... 32

Ducks—A ... 26

Doves—Pan Kau ... each 11

Eggs, Hen—Kai Tan ... per dozen 22

Fowls, Canton—Kai ... 34

Hallam—Hol Nam Kai ... 39

Geese—Ngai ... 22

Goose, Wild Shai—She Yee Ngai, pair ... each

Musks—Wong Keng ... each

Hare, Shanghai—Tu Chai ... 11

Partridge—Oho Kai ... 7

Pheasant—Shau Kai ... pair

Pigeons, Canton—Pak Kap ... each 32

Holhow—Hol How Pak Kap ... 19

VALUE OF ADVERTISING.

A Business Worth Millions.

Mr Charles W. Post, chairman of the Postum Cereal Company, Limited, of Battle Creek, Michigan, U.S.A., and of Grape Nuts, Limited, in London, has been speaking about the power of advertising at a dinner of the American Advertising Men's Club.

He said that many years ago the newspaper advertiser was looked upon by the public with a certain amount of incredulity. But things were altered nowadays. A salesman who could talk winningly to a dozen customers was worthy of credit; but the salesman who could talk winningly to hundreds of thousands of customers through the newspapers could earn pennies, while the other was earning fortunes.

His firm had spent \$200,000 annually in newspaper advertising. Had it not been for the magnificent machinery of publicity supplied by publishers, his business, now worth from three and a half to four millions, would be a very small affair indeed. He could therefore never forget the debt he owed to newspapers.

A good advertiser would talk to people in plain terms about what he had to supply, and by continuing such a policy would ultimately build up a reputation for his product. Two facts, however, stood out for emphasis. He paid no manufacturers' articles on behalf of his integrity, curtailing the investigation of skilled experts. Second, the unadvertised article, unknown to the people, might have merit, but it would not sell.

To-day's Advertisements

NOTICE

WILKES & JACK, LIMITED, have this day been appointed SOLE AGENTS IN CHINA for the Webbs Patent Incandescent Gas Light Co., Ltd., of England.

Hongkong, June 25, 1907. 1068

NOTICE TO MARINERS.

No. 998 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL—ENTRANCE TO THE YANGTZE.

KUOTAN GAS LIGHT VESSEL.

REPLACED IN POSITION.

REFERRING to Notice to Mariners No. 299 (Special), NOTICE IS HEREBY GIVEN that the KUOTAN GAS LIGHT VESSEL, having been repaired, has been replaced in position.

T. J. ELDRIDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, June 17, 1907. 1064

NOTICE TO MARINERS.

No. 299 (Special).

CHINA SEA.

SHANGHAI-NINGPO DISTRICTS.

LOCATION OF TONGTING ISLAND PUG SIGNAL.

HAVING reference to Notice to Mariners No. 283 (Special), NOTICE IS HEREBY GIVEN that, because most vessels that pass TONGTING ISLAND keep to the eastward of it, the Fog Horn has been placed on the East side of the Island. All vessels are therefore recommended to pass to the eastward of Tongting Island in thick or foggy weather.

T. J. ELDRIDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, June 18, 1907. 1065

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOCOW.

The Company's Steamship

Captain J. S. ROACH, will be despatched for the above ports on FRIDAY, the 28th inst., at Noon.

For Freight or Passage, apply to

DOUGLAS, LARRAIK & CO., General Managers.

Hongkong, June 25, 1907. 1063

FOR MOJI.

The Steamship

Captain K. HAN, will be despatched for the above port on SATURDAY, the 29th inst., at Noon.

For Freight, apply to

MITSUBI BUSSAN KAISHA, Agents.

Hongkong, June 25, 1907. 1070

MESSAGERIES

MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA.

ADEN, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDERRANEE AND BLACK SEA PORTS.

The Steamship

Captain BARRETT, will be despatched for MARSEILLES on TUESDAY, the 2nd July, 1907, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transhipment at Colombo.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:—

S.S. ENNEBI SAIGON, Aug. 23, 1907.

S.S. TONKIN, Aug. 20, 1907.

S.S. SALAZAR, Aug. 20, 1907.

S.S. TONKIN, Sept. 3, 1907.

S.S. TONKIN, Sept. 17, 1907.

S.S. AUSTRALIAN, Oct. 1, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, June 25, 1907. 1069

To-day's Advertisements

THEATRE ROYAL.

CITY HALL.

FOR A SHORT SEASON ONLY.

THE BANDMANN COMEDY CO.,

22 LONDON ARTISTS' 22

Will present the following London Successes for the First Time in Hongkong—

TO-NIGHT! (TUESDAY), JUNE 25:

'DUKE OF KILIECRANKIE.'

WEDNESDAY, JUNE 26:

TWO LITTLE VAGABONDS.

THURSDAY, JUNE 27:

LADY WINDERMERE'S FAN.

FRIDAY, JUNE 28:

THE PRIVATE SECRETARY.

Doors open 8.30. Commence 9 P.M.

Plan now open at S. MOUTRIE & Co.

Hongkong, June 18, 1907. 1012

TO LET.

TWO Semi-Detached VILLAS, situated on a hill in Garden Road, Kowloon; bright, airy Rooms; command a beautiful view over the Ferry; rent exceptionally low.

Apply H. RUTTONJEE & SON, 5, d'Almeida Street, Hongkong, and Kowloon.

Hongkong, June 25, 1907. 1067

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

The Steamship Japan having arrived from the above Ports, Consignees of cargo are hereby informed that their goods will be delivered from alongside.

Cargo impounding the discharge will be loaded at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

No Fire Insurance will be effected. Bills of Lading will be countersigned by D. SASSON & Co., Ltd., Agents.

Hongkong, June 25, 1907. 1066

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENLARI.

FROM MIDDLESBRO, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that their risk into the hazardous and/or extra hazardous Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, when and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd July, will be subject to rent.

Claims against the Steamer must be presented to the Underwriter on or before the 8th July, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, June 25, 1907. 1062

EXCHANGE.

HONGKONG, JUNE 25, 1907.

On London—

Bank Wire, ... 2/2 1/2

On demand, ... 2/2 1/2

30 days' sight, ... 2/2 1/2

4 months' sight, ... 2/2 1/2

On Paris—

On demand, ... 27 1/2

Credit, 4 months' sight, ... 28 1/2

On Berlin—

On demand, ... 22 1/2

On New York—

On demand, ... 63 1/2

Credit, 60 days' sight, ... 64 1/2

On Bombay—

Wire, ... 16 1/2

On demand, ... 16 1/2

On Calcutta—

Wire, ... 16 1/2

On demand, ... 16 1/2

On Singapore—

On demand, ... 7 1/2 P.

On Manila—

On demand, Pesos ... 107

On Shanghai—

On demand, ... 7 1/2

30 days' sight, (privately paper) ... 7 1/2

On Yokohama—

On demand, ... 107

Gold Leaf, 100 fine, (per tael) ... \$49.70

Sovereigns (Bank's buying rate) ... \$9.10

Silver (per oz.) ... \$1.4

Temperature.

HONGKONG, JUNE 25, 1907.

BAROMETER—

Do. 9 A.M. ... 29.65

Do. 1 P.M. ... 29.65

Do. 4 P.M. ... 29.65

Do. 7 P.M. ... 29.65

Do. (Wet bulb) ... 79

Do. 1 P.M. ... 79

Do. Maximum ... 79

Do. Minimum over night ... 77

SHIPPING.

ARRIVALS.

June 24.

Rubi, British steamer, 1,611, R. W. Almond, Maile June 24, General. — SUEWAT, TONGS & Co.

Stentor, British steamer, 4,398, Jackson, Liverpool and Singapore June 19, General. — BUTTERFIELD & SWIRE.

Yokohama, British steamer, 1,426, Courtney, Waimanua June 19, Coal. — JARDINE, MATHESON & Co.

Ujima Maru, Japanese str., 4,493, K. Hori, Moji June 18, Coal. — M. B. K.

Namachuan, German steamer, 1,910, M. Fischer, Paul Laut June 16, Coal. — JENSEN & Co.

Rivendale, British steamer, 2,384, Hay, Sourabaya June 15, Sugar. — BUTTERFIELD & SWIRE.

Japan, British str., 3,806, J. G. Offert, Moji June 20, General and Coal. — DAVID SASSON & Co., Ltd.

Holmby, British str., 2,610, A. Wallace, London and Singapore June 19, General. — GRIS, LIVINGSTON & Co.

Vesta, Norwegian str., 1,024, Koldrup, Bangkok via Swatow June 24, Rice. — AAGAARD, THORSEN & Co.

Chow Tai, German steamer, 1,115, W. Mollermaier, Bangkok and Swatow June 24, Rice and Teakwood. — MELCHERS & Co.

Luschn, German str., 1,200, Spaulding, Hongkong June 23, General. — JENSEN & Co.

Perak, Dutch str., 1,818, J. Offhauss, Swatow June 24, Oil. — ORION.

Borneo, German str., 1,344, F. Semblitz, Sandakan June 19, Timber. — MELCHERS & Co.

Fri, Norwegian steamer, 860, O. Wagle, Hongkong June 22, Coal. — AAGAARD, THORSEN & Co.

Lucha, German gunboat, 900, Boelen, from Shanghai.

DEPARTURES.

June 24.

Yunnan, for Shanghai.

Kowloon, for Swatow.

Frihuf, for Canton.

June 25.

Australia, for Europe, &c.

China, for Shanghai and San Francisco.

Shanghai, for Swatow.

Tokyo, for Kusan Dang.

Hongkong, for Hongkong.

Alma, for Keelung and Seattle.

Vienna, for Canton.

Loisang, for Singapore and Calcutta.

Haiting, for Swatow.

Pan, for Manila.

Changang, for Canton.

Norman Isles, for Newcastle.

CLEARED.

Singao, for Hoibow.

Tatsu Maru, for Dany.

Haiting, for Swatow.

Guncho, for Hongkong.

Fri, for Canton.

PASSENGERS.

ARRIVED.

Per Japan, from Moji, Mr. & Mrs. and Miss Thompson, Capt. and Mrs. Shipman, Mr. Shephard, and Miss Chater.

Per Rubi, from Manila, Mr. and Mrs. C. F. Williams, Mr. H. D. Wolfe, Mrs. L. Stone, Rev. S. S. Drury, Lieut. and Mrs. G. A. Gallagher, Miss M. W. H. South, Major W. A. Baker, Mr. and Mrs. A. R. Tippitt, Mr. and Mrs. King, Mr. and Mrs. Saunders, Mr. and Mrs. Pease, Miss Hamer, Miss Spiers, Miss Granville, Miss Low, Messrs. Smith, Sherman, Cotton, Butt, Brown, Veschey, Shroton, Dillen, Hendricks, Roy Smith, Miss Corbett, Major W. B. Rochester, and Mrs. Ohlson Nakan.

DEPARTED.

Per Aki Maru, for Seattle, &c., Mr. and Mrs. Stridberg and 2 children, Dr. and Mrs. Gintelle, R.N., Miss Egan, Mrs. Helen Brandes, Mr. H. J. Rosenblatt, Mrs. Rutherford, Mrs. Millie and children, Master Millie, Messrs. W. A. Kism, Mr. and Mrs. J. Kagan, Miss Humphreys, Mrs. T. P. Jones, Master Reggie Jones, Capt. Bennett, R.G.A., Mr. Seligman, Mr. and Mrs. O. D. Hurry, Capt. and Mrs. McCloskey and child, Messrs. Philip Olaney, Zean E. Maritz, Cora Navarra, Moritz Simpson, Dr. and Mrs. Carratza and David.

Per China, for San Francisco, &c., Capt. D'Oyley, Messrs H. F. Labelle, L. Mason, D. Woodburn, Miss G. L. McChas, Mrs. G. J. Farrow, Miss Lillian Getz, Miss M. H. South, Mr. Low Dan, Mr. J. Thomas, Mr. J. V. Vernon, Mr. N. S. Forbes, Mr. J. J. McDonough, Mr. and Mrs. M. Pavi, Mr. J. W. Cammack, Mr. and Mrs. L. Getz, Mr. A. Ducas, Mr. and Mrs. A. R. Tippitt, Miss A. Soetz, and Mr. A. F. Matern.

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